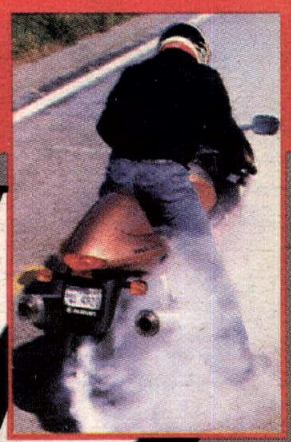
Holy Hayabusa! 190.3 mph!!!

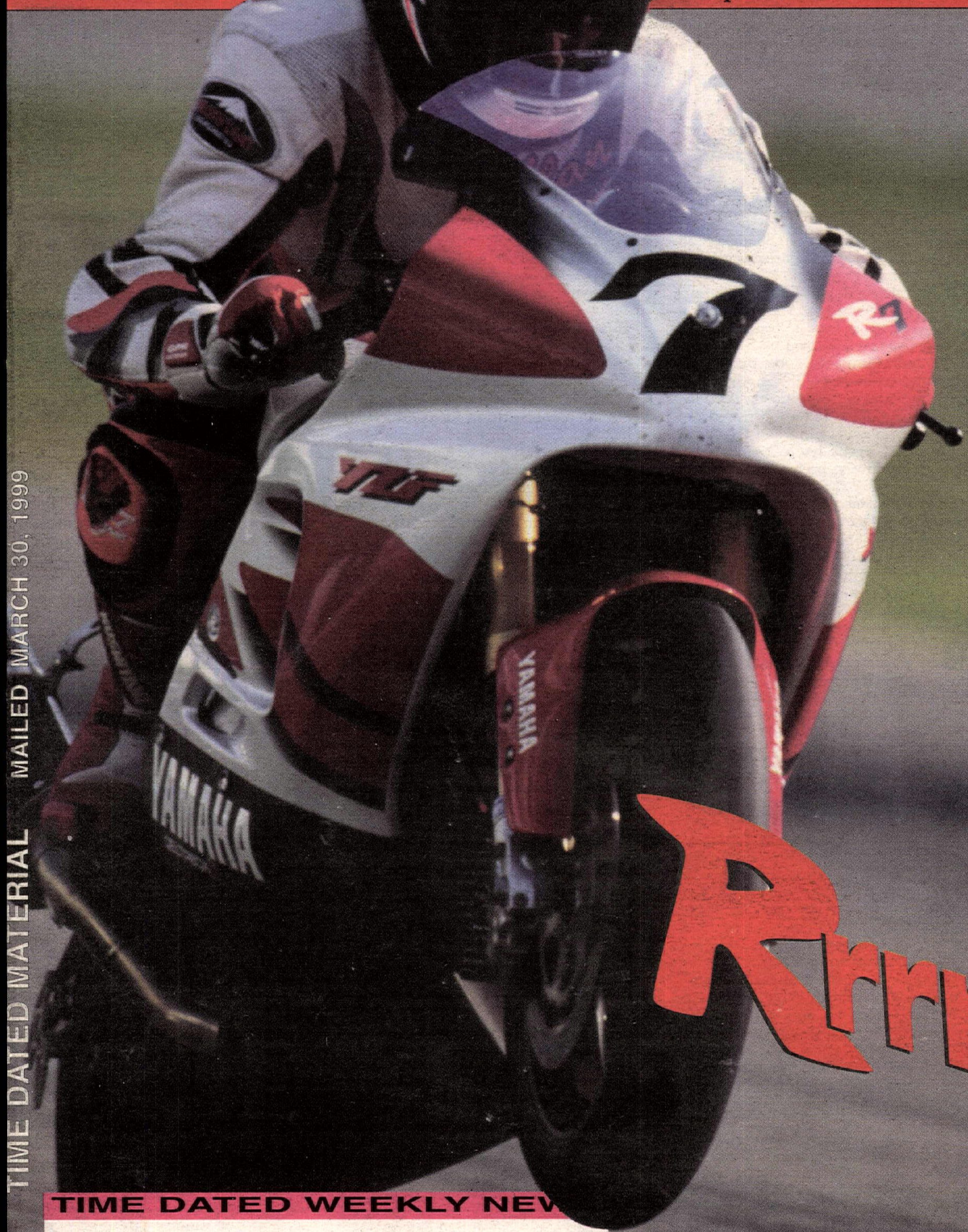


# CYCLE NEWS®

America's weekly

April 7, 1999: Number 13

(outside the U.S. $3.25) $2.50




## First Ride

# Yamaha R7

# Rrrracer

TIME DATED MATERIAL MAILED MARCH 30, 1999

TIME DATED WEEKLY NEW

**PLUS**

**Kyalami World Superbike Opener; St. Louis SX; and much more...**

The opening two rounds of the AMA National Championship Reliability (Qualifier) Enduro Series got underway in Forest Hill, Louisiana, March 27-28, and **Shane Watts** (KTM) scored the win in the 125cc class both days (each day counts as a round). The 250cc Two-Stroke classes were won by **Destry Abbott** (Kaw) and **Mike Lafferty** (KTM), the 500cc-plus Four-Stroke class was won both days by **Eric Koeller** (Yam), the 400cc Four-Stroke class was won both days by **Randy Hawkins** (Yam), and the 250cc Four-Stroke classes were won by **J.D. Hammock** and **Mark Miller**. **Jeff Fredette** (Kaw) won the Senior class both days.

The third and fourth rounds of the AMA National Championship Enduro Series were held in conjunction with the Reliability (Qualifier) Enduro Series at Forest Hill, Louisiana, March 27-28, and, like the Qualifier, each day counted as a round. The first day was won by **Shane Watts** (KTM), followed by **Randy Hawkins** (Yam), **Destry Abbott** (Kaw), **Ty Davis** (Yam) and **Matt Stavish** (Hon). The second day was again won by Watts, followed by **Mike Lafferty** (KTM), Davis, Hawkins and **Franklin Ramey** (G-G).

**Neil Hodgson** (Duc) and **James Haydon** (Suz) split wins in the opening round of the British Superbike Championship at Brands Hatch on March 28. Hodgson topped **Chris Walker** (Kaw) and **John Reynolds** (Duc) in the first race, with Haydon beating Hodgson and Walker in the second race. After the first two races, Hodgson leads the championship point standings over Walker, 41-40, with Haydon third on 36 points.

**Tallon Vohland** (Hon) won the 250cc Pro class at the GFI California Winter Series North/South Showdown at Oatfield Raceway in Turlock, California, on March 28. Vohland topped **Bryan McGavran** (Yam) in the 250cc class. McGavran, however, won the 125cc Pro class and also captured titles in both classes.

**Dustin Nelson (Yam)** won the opening round of the Sound of Thunder MX Series (Central Region) in Lake Whitney, Texas, March 28. **Keith Johnson** (Yam) took second, followed by **Donovan Mitchell** (Yam).

Oklahoma's **Chase Reed** (Yam) was the big winner at the Lake Whitney Spring National, in Lake Whitney, Texas, March 25-28. Reed earned four championship titles: 125cc Stock Schoolboy, 125cc Modified Schoolboy, 125cc Modified Intermediate and 125cc Open Amateur. The only rider that was able to stop Reed's streak was **Johnny Marley** (Yam), who took the 125cc Stock Intermediate title. **Mike Corder** (Kaw) topped the 125cc Pro class, while **Rusty Holland** (Suz) took the 250cc Pro-class win. Other class winners included **Gene Stull** (Suz) in the 85cc (14-16) Stock, 85cc Modified and 80cc Open classes; **Mike Alessi** (Kaw)in the 65cc (7-11) Stock, Modified and Open classes; and **Mike Odom** (Hon) in the 125cc Modified Novice and 250cc Stock and Modified divisions.

**Spud Walters** took the win at the final round of the PACE U.S. Off-Road Thunder Bike Championship Series in Seattle, Washington, on March 27. **Scott Myers** (Yam) finished second, followed by **J. Whipple** (Yam). Walters wrapped up the series championship for the second time in a row.

# Ducati opens on NYSE

Shares of Ducati Motor Holding SpA were traded on the New York Stock Exchange for the first time on Wednesday, March 24. Ducati executives were on hand to mark the occasion, and rang the opening bell that begins the day's trading. Pictured, from left to right, are William Johnson, president of the NYSE; Federico Minoli, CEO of Ducati Motor SpA; David Gross, Ducati's head of strategic planning; and Cristiano Silei, general manager of Ducati North America.

Ducati said the initial global public offering was oversubscribed and a total of 90.2 million shares were sold. Of these, 73.2 million were sold by shareholders and 17 million came from a capital increase. The American Depository Shares (each representing 10 shares), traded under the symbol "DMH," opened at $31.67 on March 24. At close of trading on Monday, March 29, the shares were valued at $29.

"We are a brand in its infancy," Minoli told Reuters Television. "I think there is enough space to erode the Japanese market share, and we will grow in accessories. The IPO cash will be used to decrease debt and increase leverage."

PHOTO BY HENNY RAY ABRAMS

**Sears Point Raceway** in Sonoma, California, is planning extensive changes to its 2.52-mile race track, according to a press release issued by the race track and also by the AMA. The multimillion-dollar effort is slated to begin later this year, pending approval from the Environmental Impact Report by Sonoma County, with most of the improvements scheduled to be ready for the 2000 racing season. Plans call for increased runoff areas in many turns and the widening of the track itself. "Motorcycle racing has always been a key element in the variety of motorsports offered at Sears Point Raceway," said track president Steve Page. "And with the growth of the spring Sonomafest promotion, we expect that activity to grow. We are committed to providing a facility that is second to none, for both competitors and racing fans alike." Increased runoff is slated for every turn with the exceptions of turns four and seven, which received increases in 1998. Turns one, two, three, five and six will gain some 50 to 100 feet in extra runoff areas. The track will also be widened some 40 to 50 feet and the esses (turns 8A through 10) will be replaced by a long straightaway (with a chicane in the middle) that leads to turn 11. "The staff at Sears Point invited Doug Chandler and me out to have a look at their plans," AMA road race manager Ron Barrick said. "We agreed that the track will be one of the best MBNA Superbike tour visits, once the changes have been completed." The AMA Superbike Series visits Sears Point April 23-25 for round four of the series.

Former multi-time AMA Motocross National Champion **Jeff Ward** finished second in round two of the Indy Racing League Championship on March 28 at Phoenix International Raceway in Goodyear, Arizona. Ward finished behind Scott Goodyear in the MCI WorldCom 200 and is now second in the series point standings behind Goodyear, 93-75.

A meeting took place on March 23 between the FIM, manufacturers and promoters of the Grand Prix and World Superbike Series to discuss the proposed **introduction of four-strokes into the 500cc Grand Prix class**. FIM president Francesco Zerbi opened the meeting by saying: "Progress cannot be stopped, but it may be guided. We are here to discuss all the issues in relation with the proposed new rules for the 500cc Grand Prix class. Everyone is here to give his opinion." After an open discussion, all parties agreed on the following points: Both World Championships - Grand Prix and Superbike - must continue to exist and evolve; the Grand Prix World Championship is and must remain a laboratory dedicated to experimental technological prototypes, and the Superbike World Championship is and must remain a competition for production motorcycles of high technology; concerning the proposed new technical rules, all the manufacturers involved must agree with the changes to the rules; the safety of the riders and the spectators must be ensured; the manufacturers must guarantee a sufficient number of motorcycles to fill the starting grid, in the 500cc class as well as in the World Superbike class, taking into account the differences in technical specifications; further discussions will take place on April 23 in Motegi, Japan, between the FIM president, the chief executive officer and top-level executives of the commercial departments of all manufacturers involved in Grand Prix and World Superbike racing; and a final meeting will take place in the following months with all the parties involved, in order to sign a global agreement on the changes to the Grand Prix rules.

**Mark Vanderpool**, who suffered a broken neck at the March 14 National Hare & Hound in Ridgecrest, California, has been transferred from Loma Linda Hospital in Southern California to the spinal-rehab unit at Santa Clara Valley Medical Center in San Jose, California. Anyone wishing to send Vanderpool some words of encouragement can forward them to: Mark Vanderpool, room 178B, c/o Santa Clara Valley Medical Center, 751 S. Bascom Avenue, San Jose, CA 95128.

Aftermarket exhaust-pipe manufacturer Bub Enterprises will be promoting a **motorcycle-only speed trial** at the fabled **Bonneville Salt Flats** in Utah, September 5-9. All records will be sanctioned by the FIM and the AMA. The FIM mandates a preregistration deadline of June 1. For information regarding entry and licenses, classes, records and hotel packages, contact Bub Enterprises, 530/477-7490. The Internet address is: http://www.bubent.com.

Short-term-memory-loss department: Our coverage of the AMA 600cc Supersport Series from Phoenix International Raceway stated that no one could remember the last time **two brothers** shared a podium at an AMA National. How about Ben and Eric Bostrom in 1998? Nicky and Tommy Hayden finished first and third, respectively, in the Phoenix 600cc race.

Chaparral Suzuki's **Damon Buckmaster** has had the halo removed from his broken neck and has started to rehabilitate his injury. The Australian road racer says he'll be back in action at the Laguna Seca round of the series, scheduled for May 1-2. "I want to do Laguna just to get a race under my belt, and then have the six weeks off after that to get ready for the next one," Buckmaster said.

**Fantastat** fantasy league sports is currently accepting entries for the 1999 AMA 250cc National Motocross Championship fantasy motocross league. For more information, call 800/595-4953 or visit the site on the World Wide Web at www.fantastat.com.

Incorrect point standings were issued by the AMA immediately following the AMA Superbike National at Phoenix International Raceway, so the point standings we listed in last week's issue were incorrect. Although **Mat Mladin** and **Miguel DuHamel** lead the way with 65 and 60 points, respectively, **Anthony Gobert** and his Vance & Hines teammate **Ben Bostrom** aren't tied for third. Gobert has 58 points and Bostrom has 56.

As part of its sponsorship package of the AMA 600cc Supersport Series, **Pro Honda Oils** has created the Pro Honda Oils Championship Bonus - a $15,000 rider-incentive program to be awarded to all eligible racers in the series.

The practice day for the **"50 Miler"** at the DuQuoin Mile will be held on Saturday, April 24, beginning at 8 a.m. The practice session is open to all AMA Grand National-licensed riders who plan to compete in the 50-mile race on July 25. The IMDA is also planning a one-hour session for the 883 class and SuperTracker riders. The planned fee for this session is $100. Spectators are welcome, though the facilities and concessions will be limited and no grandstand seating will be available. For more information, call 708/788-1300.

According to a release issued by **Fox Racing**, Fox has filed a lawsuit against Showtime Racing, **Jeremy McGrath**, **No Fear** and several John Does, for breach of contract. "Fox Racing Inc. and Jeremy McGrath have had a long-term business relationship," the release states. "This important relationship is defined by a contract. Fox believes that this contract is a significant document. Fox Racing believes that Jeremy McGrath did not fulfill his obligations under the contract and thus caused harm to Fox Racing. It is for this reason that Fox Racing has filed a complaint against Showtime Racing Inc. and No Fear."

Yamaha of Troy's **Stephane Roncada** will host the Easter egg hunt at the Max Track in Piru, California, on April 4, prior to practice for the third round of the Gold Rush Classic.

The third annual **Big Valley Ford Spring Classic** Pro short track will be held at the Lodi Cycle Bowl in Lodi, California, on April 17. Last year's winner, Brett Landes, is scheduled to defend his title, and a $2500 purse will be up for grabs in the 25-lap main event. For more information, call 209/368-7182.

**Schorsh Meier**, 88, died on February 19 in Munich, Germany. Meier was a legendary figure in German sporting history, with his greatest triumph coming in the 1939 Senior TT on the Isle of Man. As a works BMW rider, Meier became the first "foreigner" to win the Senior.

The new motocross track at **Elko Speedway** in Elko, Minnesota, (20 minutes south of Minneapolis) is scheduled to open on April 1 for practice. The first race is planned for April 3. For more information, call 612/601-1169.

The **California Off-Highway Motor Vehicle Recreation Committee** is accepting nominations for candidates to receive the 1999 Commission Superior Achievement Awards. The commission will honor the top individual government employee, the top individual volunteer and the best volunteer organization. For more information, call 916/324-5211.

For the better part of two decades, **Baylands Raceway Park** in Fremont, California, was a landmark racing facility. The final day of racing was held at the facility on December 4, 1988, and Erny Ekblom (a.k.a. Captain Video), is now making his video footage of that final day at Baylands available for the public.

**Kawasaki Team Green** will be offering pit support at the following races: NMA World Mini Grand Prix, April 7,-11, in Las Vegas, Nevada; GNCC at Loretta Lynn's Dude Ranch, April 10-11, in Hurricane Mills, Tennessee; AMA area qualifier at Cedar Hill MX, April 10-11, in Magnolia, Arkansas; Victory Sports Mega Series/AMA Qualifier at Birch Creek MX, April 17-18, in Danville, Virginia; RMEC/TSCEC Enduro, April 25, in Post, Texas; AMA National H&H, April 10-11, in Jericho, Utah, and, April 24-25, in Red Mountain, California; and the Best in the Desert Tonopah 300, April 17-18, in Tonopah, Nevada. For more information, call 949/770-0400 ext. 2222. Limited space is available and no entries will be accepted after April 5.

The **National Highway Traffic Safety Administration** (NHTSA) is asking interested groups to help it raise motorists' awareness of motorcycles and is willing to pay for that help, according to the AMA. The federal agency wants to develop and test a program that will educate the public about motorcycles, their special driving requirements and the need to share the road. As part of that, the agency is soliciting program proposals from state and local motorcycle-safety programs, state highway offices, local law-enforcement agencies and other groups interested in planning, executing and overseeing an awareness program. Winning proposals could be eligible for federal funds. To request a copy of the program solicitation, write to NHTSA, c/o contract specialist Mike Adorno, 400 Seventh St. SW, Washington, DC 20590, or fax 202/366-9555.

Australian road racer **Garry McCoy** will apparently take the season off after being left without a ride for the 1999 season. "Everything is still up in the air at this stage," McCoy told Australian Motor Cycle News recently. "I'm just going to concentrate on getting back into training - doing some motocross and dirt track, but making sure I get my leg right." McCoy broke his right leg during morning warmup for the Czech Republic Grand Prix last year. McCoy could end up taking someone's spot if they were to get injured. "Not that I would want to take anyone's spot like that," McCoy said.

Road racer **Anthony Gobert** took part in Project Angel Food as part of his community-service program during the off-season. Gobert worked for a week in the kitchen of Project Angel Food, preparing food for delivery to those suffering from AIDS in Los Angeles, California. The 40 hours of community service was part of his deal with the AMA that would allow him to race again.

This year's **Repsol Hondas** will feature a dark blue background on the bikes' noses, instead of the white background used on last year's NSR500s. The changes have been made because of "changes regarding the application of the Repsol logo," according to Repsol. The Repsol Hondas will be ridden again by Mick Doohan, Alex Criville and Tadayuki Okada.

**Dave Barr**, the only disabled person to have ridden around the world on a motorcycle, will speak of his travels and exploits during a visit to Sears Point Raceway for Sonomafest '99, a 10-day event scheduled for April 16-25. Barr lost both his legs in a landmine explosion in 1981 while serving on active duty in Angola.

# Coming to America

Vertematis are now coming to America through VOR Motori USA in Upland, California. Shown here is the 1999 Vertemati MX model, which is also being offered in off-road trim. The Italian-made bikes feature 503cc, single-cylinder four-stroke motors, five-speed transmissions, hydraulic clutches, forward kick-starting systems and Ohlin shocks. The MX model will come fitted with Paoli inverted forks and the Enduro model with 50mm Marzocchi conventional-style forks. The MX model carries with it a suggested retail price of $7500 and the Enduro model $7750. For more information, contact VOR Motori USA at 8468 Loma Place, Upland, California 91786, (phone) 909/608-0082, (FAX) 909/982-6310.

**OPENED:** Hunwick Hallam's home page on the World Wide Web. The site can be found at the following address: http://www.hunwickhallam.com.au.

**AUTOGRAPH SIGNING:** At Desert Honda/Suzuki/Sea-Doo in Las Vegas, Nevada, on April 30 from 5:30 to 7:30 p.m. Team Honda's Ezra Lusk, Kevin Windham, Mikael Pichon and Sebastien Tortelli are scheduled to appear. For more information, call 702/795-2000.

**OPENED:** AMA 750cc Supersport Champion Richard Alexander Jr.'s home page on the World Wide Web. The site can be found at the following address: http://www.richiealexander.com.

**OPENED:** The Marin County Motorcycle Association's home page on the World Wide Web. The site can be found at: http://www.xmax.com/mcma.

**AUTOGRAPH SIGNING:** At Cycle World in Houma, Louisiana, on April 16 from 6:30 to 7:30 p.m. Team Honda's Kevin Windham, Ezra Lusk, Sebastien Tortelli and Mikael Pichon are scheduled to appear. For more information, call 504/876-6104.

**AUTOGRAPH SIGNING:** At Ray C's Cycle & Sports Inc. in Lapeer, Michigan, on April 9 from 7 to 8 p.m. Team Kawasaki's Jeff Emig, Ricky Carmichael and Damon Huffman and Team Split-Fire's Nick Wey are scheduled to appear. For more information, call 810/664-9261.

**AUTOGRAPH SIGNING:** At San Diego's House of Motorcycles on April 10. Yoshimura Suzuki's Mat Mladin is scheduled to appear. For more information, call 619/229-7700.

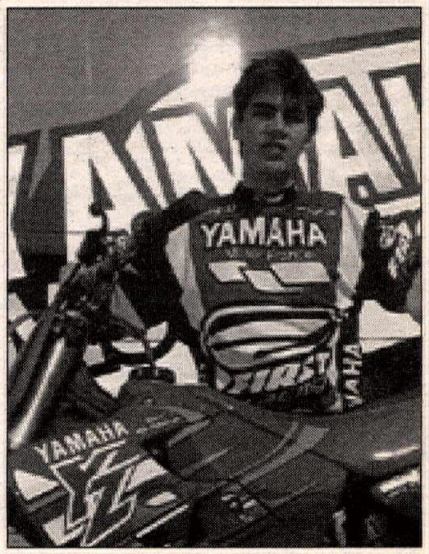
**BORN:** Robert Simon Wageman, to Pit Pro Cycle's Russ Wageman and his wife, Beth, on March 10 in Valencia, California.

**FORMED:** Burner Design, a graphic design/advertising company, by former Jet Pilot art director and former National Supercross and Motocross star Scott Burnworth. For more information, call 619/401-1182.

**OPENED:** The Suffolk County Fire Riders' home page on the World Wide Web. The address is: http://www.li.net/~lsant95/fireriders/index.html.

**OPENED:** New Mexico Competition Club's home page on the World Wide Web. The site can be found at: http://www.moriartymx.com. CN

# Vuillemin wins in Greece




Yamaha's David Vuillemin claimed the overall win in round two of the FIM World Championship 250cc MX Series in Megalopolis, Greece, March 28. "I showed today that I can race with the 250 guys," Vuillemin said after posting 5-1 moto finishes. "I want to prove I am as fast in this class as I was in the 125cc class last year."

Vuillemin crashed in the first moto and took a start-to-finish win in the second, clinching the overall with 31 points on the day. Second place went to Honda's Frederic Bolley, who tallied 30 points via 4-2 moto finishes. Mickael Maschio made it a French sweep by placing third overall with 2-6 results.

Team Honda's Ryan Hughes was slowed by crashes but still grabbed fourth overall. Hughes ended up with 6-3 moto finishes.

The winner of the first moto was Kawasaki's Pit Beirer, but, in the second moto, the German rider struggled to a 12th.

In the series point standings, Bolley leads with 70, followed by Vuillemin with 55 and Hughes with 53.

In Italy for round two of the FIM World Championship 125cc MX Series, defending champ Alessio Chiodi scored the overall win with 2-1 moto finishes on his factory-backed Husqvarna. Chiodi traded 1-2 placings with Yamaha's Claudio Federici, who was awarded second overall.

Posting a pair of third-place finishes but well back of the moto winners was Honda's Mike Brown. He was credited with third overall.

Honda's Luigi Seguy went 4-5 for fourth overall, while Husqvarna rider Johnny Aubert went 6-4 to round out the top five overall.

Chiodi owns the series points lead with 77, followed by Federici with 65 and Brown with 39.

# CYCLE NEWS

**America's weekly motorcycle newspaper**

**Volume XXXVI**

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Cycle News (USPS 141-340) is published weekly except the last two weeks of the calendar year for $50.00 per year by Cycle News, Inc., 3505-M Cadillac Avenue, Costa Mesa, CA 92626. Periodicals Postage Paid at Costa Mesa, CA and at additional mailing office. Canada Post International Publications Mail #546615.

**POSTMASTER: Send address changes to Cycle News, P.O. Box 5084, Costa Mesa, CA 92628-5084.**

**To determine the expiration date of your subscription, check the four numbers on the first line of your address label. The first two digits indicate the last issue number you'll receive and the last two characters indicate the year of the last issue.**

Subscription rates: Rates for the United States and its possessions for one year (50 issues), $50.00; two years (100 issues), $95.00; six months (25 issues), $26.00; trial sub (15 issues), $19.00. Canada and Foreign, one year (50 issues), $90.00; two years (100 issues), $175.00; six months (25 issues), $45.00; trial sub (15 issues), $38.00.

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**Printed in U.S.A.**



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# Voices

## LETTERS TO THE EDITOR

### Announcers and SX

I felt that I should write to you to give my feelings on the recent letters concerning our announcers of the PACE Supercross Series. We all have opinions - here is mine.

In regards to Larry Huffman, he is and was a great announcer. When I first went to the Los Angeles Supercross, I was a young kid who loved the sport of motocross. My most vivid memory of that night was Larry. He made the race so exciting, and he was funny to boot. Larry was the first "power announcer" and has many national drag racing sports and manufacturer commercials to his credit. He was so inside with the riders and his commentary was always informative and, most of all, accurate. Larry was also involved in promoting the sport to many new markets and did wonders for speedway racing in America - along with Bruce Flanders.

The team that announces supercross now does a great job. Unless you have ever been in the shoes of a race announcer at that level, it's hard to appreciate how hard it is. Why must they be bashed? How about thanking them for spending their weekends far away from home to help make the supercross experience more enjoyable? PACE has a great reputation for putting on a great event, and the announcers, as well as the officials, flaggers and venue staff, all work tirelessly to do a great job. The fans of supercross play a role as well. When you yell and have a good time, that's what it's all about. PACE has done so much for the sport that the fans and even riders will never hear about. If you knew the full story, you would be impressed.

I, for one, enjoy Mr. Huffman's announcing. He can make a trip to the DMV a riot. Terry Boyd and Erv Braun have worked together for a little over two seasons and are doing a great job. So instead of bashing them, enjoy them - they give a lot of themselves to try and make your night more enjoyable. I believe that I am more than qualified to make this point. After all, I announced the Supercross Series for 10 years.

**Larry Naston**
**Los Angeles, CA**

*Unless I've slept through the past six weeks of letters, I don't believe any of our readers actually complained about the quality of the announcing at the supercross events. I believe their only complaint was in regard to the fact that they can't hear the announcers - a by-product of the sound system and not the announcers... Editor*

### Perplexed

First I was aggravated, now I'm perplexed. My friends and I gathered together on Sunday afternoon, the day after the Houston Supercross, with the intention of watching the long-awaited broadcast of the race on ABC. I have to admit I was a couple of minutes late in arriving. Anyway, as I entered my friend's living room, I was greeted with the news that the NASCAR race was running late due to a rain delay - thus the coverage we anticipated was not to be.

Annoyed? You bet. Surprised? Not at all. Once again, our standing as "second-class citizens" in the world of motor sports was clearly demonstrated. Fortunately, I had brought my tape of the previous day's Daytona Supercross coverage, courtesy of espn2, and we were rescued from the fate of watching cars go around in a circle - mostly under a yellow flag (sorry, four-wheel fans). Nonetheless, we were disappointed by this turn of events.

As if that experience weren't enough of a slap in the face, the following Sunday I tuned in to "the deuce" to finally catch the Houston event, only to discover that the *car race* (this theme is really starting to tick me off) was running late on ESPN. Therefore, the programming from that station was being switched over to espn2 - once again knocking "lowly" supercross off the air.

Now, to add insult to injury, I'm being told that 3.6 million households in fact were able to catch the race on ABC that first Sunday - assuming this figure doesn't include those of us who were frustrated by NASCAR's delay and saw nothing. What's the story here?

It used to be that we had to scramble to figure out when ESPN was actually going to show the races, since they were bumped by all-important NHL post-game shows on a regular basis. This was especially difficult here on the East Coast, since the scheduled air times were generally after midnight. Then we shifted to espn2, and the situation improved dramatically. Clearly, we've come a long way from the days of once-a-year broadcasts of the Carlsbad Grand Prix on "Wide World of Sports." However, the last couple of weeks have reminded me of how far we still have to go. Congratulations to those who tuned in - and saw - the Houston SX on ABC.

**Steve Farenell**
**Sarasota Springs, NY**

*The Houston Supercross aired on ABC earlier than scheduled. With the NASCAR race in a rain delay, ABC used the downtime to show the Supercross first - followed by the rain-delayed NASCAR race... Editor*

### The AMA vs. Edmondson

Thanks for a very informative article on the Roger Edmondson/AMA lawsuit. I am a longtime AMA "Extra Mile" member because I believe in the job that the AMA is doing in representing motorcyclists nationwide and protecting us from the people who think we should only be participating in the sport of motorcycling in the manner that they approve. So every year I pay double the AMA dues, with the extra money going towards lobbying for motorcyclists and the promotion of motorcycling - in order to make life and riding better for all riders. But now I've got a problem with the AMA.

Greg Harrison and Rob Rasor speak optimistically of overturning, or at least reducing, the award in the Edmondson vs. AMA case - although I believe they were also confident the AMA would win the case in the first place. They say that the AMA will be able to pay off whatever they must from "retained earnings" without affecting the membership. Retained earnings is the money that is left over after yearly operations, and represents the savings and investments of the people who have contributed to and done business with the AMA - i.e., motorcyclists and AMA members.

Retained earnings are like your house and bank account. It may be that you can meet a legal judgement against yourself by selling your assets and emptying the savings account, but you don't tell your family that it's no big deal. Business dealings that result in multi-million-dollar legal sanctions against an organization shouldn't be considered business as usual, and savings and investments squandered on defending such actions and paying such judgements can't be considered the result of brilliant strategy and superior management.

Now I've got a decision to make. My AMA membership is up in a couple of weeks and the envelope is on my desk.

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### ON THE FRONT COVER

Alan Cathcart rides the Yamaha R7 for the first time in Jerez, Spain. A full report can be found on page 14. Photo by Gold & Goose. Inset: Fast, fast, fast. The Suzuki Hayabusa. Photo by Paul Carruthers.

Do I support business as usual, or do I send a message? A lawsuit before a court is not a baseball game, where it takes nine innings to play the game. Appeals exist to be absolutely sure that justice was done - and not to replay the game or shop for a better verdict. I've got problems with a legal and public-relations strategy that accepts a trial and multi-million-dollar judgement with trebled damages as a temporary nonsignificant setback, and an operating philosophy that equates the ability to spend money on an appeal with the ability to dodge responsibility for the situation in the first place.

If the AMA gets the award reduced to a million dollars (this is vindication?) or dismissed, it's still an expensive disaster - considering the legal fees and time and energy spent. If it doesn't get the award reduced and the AMA has to pay what a judge and jury rules (and the laws of this country exist to protect the citizens from unfair and unjust actions), it's a disaster - and a big one. And it happened on the current administration's watch. The individuals in charge of promoting and protecting the welfare of the members screwed up big-time.

Regardless of the final outcome, I want some changes made in personnel and operations and procedures at the AMA. Stating that spending the savings of the AMA in cleaning up this mess isn't going to hurt anything, and that the resignation of the only AMA official who could knowledgeably explain to the membership how this situation came to be was really just an able administrator retiring and leaving the organization at a high point, isn't going to convince me that the AMA is in good hands.

I'm still waiting for an explanation on why the rider boycott and cancellation of the Route 66 AMA National road race on the first day of practice was really just another demonstration of brilliant strategy and superior management. I didn't contribute money in the past to build up the AMA and achieve these kinds of results, and I won't in the future.

**Joe Facer**
**jfmcrr@popd.ix.netcom.com**

## The AMA vs. Edmondson II

Thanks for the nice piece on the Edmondson/AMA litigation. As an AMA member, I think another lawsuit needs to be filed on behalf of AMA members against the current and former AMA officials who have caused this mess.

**Dan Knous**
**dan@alvant.alva.ok.us**

## Disgusted with DuHamel

Miguel DuHamel showed me in your Daytona issue how spoiled he is with his comments about slower riders. Why is he the topic of factory bidding wars and yet still slums in 600cc Supersport? He complains about riders being slow, but they can't make a name for themselves because superbike riders are hogging up all the top spots.

The 750cc Supersport class only offers one brand to watch, so the 600cc class offers the best opportunity for many local riders who don't own a Suzuki 750 to race in AMA racing. If Miguel doesn't feel like riding the 600cc class, that's good. I think Doug Chandler and Mat Mladin have a lot more class for staying out of the 600cc class. The AMA should create a rule to keep top-paid talent out of the lower classes because it devalues the prestige of the Superbike class.

I'm sure if many riders in the 600cc race at Daytona had anywhere near the support Miguel has, they wouldn't appear to be "looking for Wal-Mart." The situation makes American superbike riders look second-rate and keeps some great talent from being developed because some millionaire loudmouth is hogging the purse and the spotlight.

**Tom Gorman**
**Reno, NV**

## Iannucci, the racer

With respect to Mr. Eling's letter ("Voices," Issue #11, March 24), I have seen Rob Iannucci race his XR750 at Elkhart Lake in 1979 or so. Whatever bad things you might say about Iannucci, he is a racer.

**Bruce Metcalf**
**kesedeme@aol.com**

## And again

I have often been amazed by the obviously limited intellect exhibited by some of the people allowed to affix "Doctor" to the front of their names. Dr. Elings certainly appears to be in this category. His defense of AHRMA's actions concerning Team Obsolete is reduced to half-truths and petty slurs. The bitter personal dispute between Smith and Iannucci is far from over concerning these trademarks of questionable value. However, one thing is certain: Ever-escalating and already considerable legal fees are coming out of our (AHRMA's) treasury.

I suppose "professional race teams" does not include Barber, Heritage, etc. There must be an approved list.

I further question the value of a statement to the effect that having not seen Mr. Iannucci on the track somehow makes the doctor a better man. With this kind of ego, I hope I'm in another class.

Maybe with the exclusion of the professionals, the rich doctors will have the best bikes.

I would suggest that before Dr. Elings decides to engage in a little more character assassination, (or makes) decisions on who or what belongs in AHRMA, he gets his facts straight.

**Johnny Kain**
**New Orleans, LA**

## Bill Boyce

Bill Boyce was an ambassador for AMA racing and a sportsman we all regarded as a true friend. All of us who had the honor and pleasure to know him, either as foreigners at AMA races or in his FIM capacity, will always remember him as a gentleman with no side or political bias.

He will be sadly missed on both sides of the Atlantic.

**Paul Butler**
**London, England**

*Butler is the chief executive of International Road Racing Teams Association (IRTA)... Editor*

## Scotty vs. Ricky G.

I'm sending this in honor of Scott Parker's final year of racing. Looking back on the million times I've heard him say how he races "for the money" and has his sights set on the late Ricky Graham's records, this needs to be said.

First off, in order to get Ricky's record of six straight and 12 in a season, you need to give up the factory ride and Bill Werner. Then you need to ride a Honda or some other brand of bike on a privateer team. Ricky won twice as a privateer on two different brands of bike; and he also won the Harley 883 Championship. The year he set those records, he did it against he winningest rider/tuner combination in the sport's history.

On top of that, who could forget the straightaway-long wheelies he performed on the miles - with the checkered flag held high?

Kenny Roberts and Ricky Graham were the two best I've ever seen. It takes a lot more than a juicy factory ride and lots of career wins to be what Ricky was to dirt track fans everywhere. Good luck with those records, Scotty. See you at the track.

**Mark C. Dambrowski**
**superd@stans.com**

## Scott Russell

I would like to make a couple of interesting points regarding the Scott Ru$$ell bar brawl. First, what was he doing in a bar in the wee hours of the morning just prior to attempting to ride a 150-plus-horsepower motorcycle around the banks of Daytona? Even if no alcohol was involved, should he not be getting a normal night's sleep if he is serious about the job he has signed a contract to do? If alcohol were a factor, I would suggest to the AMA to immediately suspend this irresponsible competitor before he causes another racer serious injury as a result of his lifestyle. Look at what they did to Anthony Gobert over his lack of responsibility. Maybe it's time for them to start issuing alcohol tests before each practice session and race in order to ensure the safety of those responsible competitors who take their jobs seriously.

It is now pretty obvious why Russell has had the results (or rather, lack thereof) he has had over the past couple of seasons - perhaps this is something for Harley-Davidson to think about.

**Sean McGloin**
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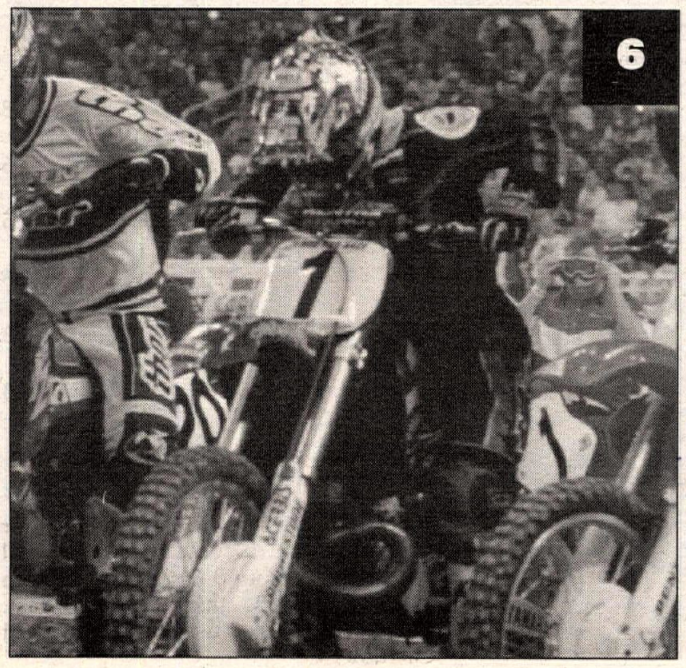
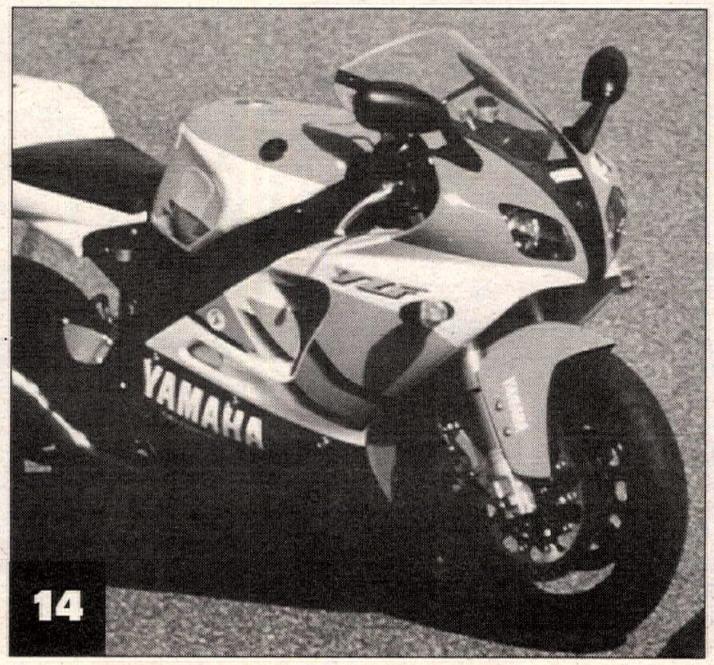
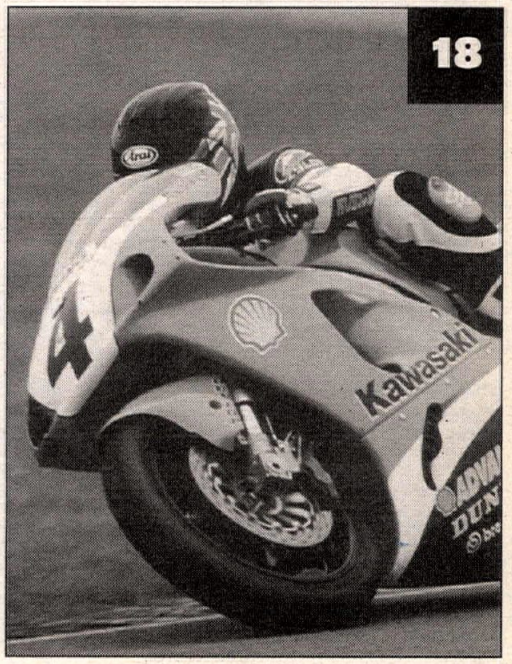
**Letters to the editor should be sent to Voices, Cycle News, P.O. Box 5084, Costa Mesa, CA 92628-5084, faxed to 714/751-6685 or e-mail, editor@cycle-news.com. Published letters do not necessarily reflect the position of Cycle News, Inc. Letters should not exceed 200 words and all letters are subject to editing. Anonymous letters will not be considered for publication. All letters should contain the writer's name, address and daytime phone number ... Editor.**



## Round 11: Trans World Dome

TOYOTA TRUCKS/THOR/PARTS UNLIMITED AMA U.S. SUPERCROSS SERIES

# Big Mac owns St. Louis

By Henny Ray Abrams
Photos by Karl Ockert

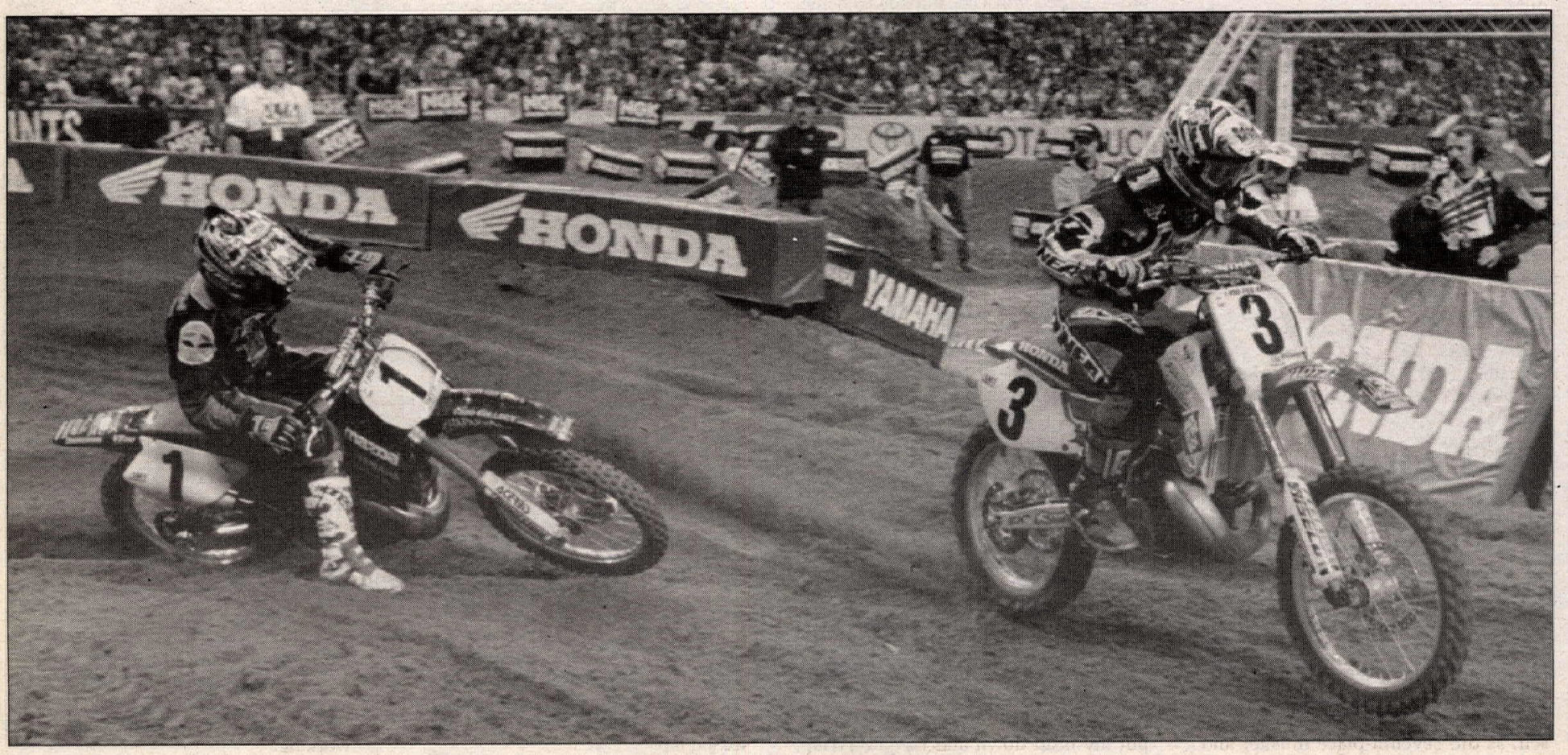
ST. LOUIS, MO, MAR. 27

In the town which is owned by a certain Big Mac - St. Louis Cardinals' slugger Mark McGwire - it was another Mac, Jeremy McGrath, who owned the town with the big arch tonight. And like McGwire, McGrath is putting up numbers which will be very hard, if not impossible, to touch.

On a night when he wasn't his usual self, in front of a crowd of 49,116, McGrath ran down early leader Mike LaRocco on the seventh of 20 laps and held off the determined Factory Connection/Jack in the Box/Honda rider to take his fourth Toyota Trucks/Thor/Parts Unlimited Supercross win in a row, the 58th of his career, and all but guarantee his sixth 250cc Supercross title.

"I was really nervous today," McGrath, who tangled with Honda's Kevin Windham here in the Trans World Dome last year, said. "For some

**(Above) Greg Albertyn (8), Tim Ferry (20), winner Jeremy McGrath (1), Michael Pichon (5) and Sebastien Tortelli (44) moments after the gate dropped for the start of the 250cc main at St. Louis.**
**(Below) Mike LaRocco (3) leads McGrath.**



reason, I was running a little nervous all day. It makes me a little tired. Kind of toward the main event I was a little tired, because when your nerves are up, your heart rate's up and you wear yourself out all day long."

He may have worn himself out, but he also wore out the competition. LaRocco was the only rider who could stick with McGrath, and he did, closing down in the final laps before getting held up by the same backmarker who'd slowed McGrath, and put him within striking range. In the end, LaRocco came up officially 4.001 seconds short, though he slowed dramatically at the end and at race pace was much closer.

"I was trying to make a late-race deal like I always do," LaRocco said. "I hung with him pretty good and on the last lap I actually thought I had a good chance, and then I hooked up with (Heath) Voss. Actually, he gave me a really good chance (by earlier slowing McGrath) and then he took it away from me. It worked out, I guess."

American Honda's Mickael Pichon held off the persistent Kawasaki of Damon Huffman to take the final podium spot.

"Huffman was tough at the end," the Frenchman said. "I got a little tired. I've been ill this week and I didn't feel so good. Actually, I'm very happy with third. The whole night went good. I got fourth last week, third this weekend. I'm very close to the podium, but I'm still looking for that win."

Pichon had extra incentive.

"Larry (Ward) and me are kind of battling for the championship, and I didn't want to give up that position."

Suzuki's Ward and Pichon tangled early in the race, with Ward remounting to take eighth. The end result was that they're tied for third in the point standings with 184.

McGrath holds a commanding lead, 266 to 216, the equivalent of two race wins, over LaRocco with five races remaining.

Huffman, as mentioned earlier, was fourth. The Kawasaki rider battled with Suzuki's Robbie Reynard and Pichon, dropping Reynard but unable to take Pichon.

"When I got behind him, I was trying different lines, I was trying not to follow him," Huffman said. "I was trying new stuff, but it just wasn't working. He had good lines and they didn't work for my bike. He was in the main fast line and I was moving all around."

Honda's Ezra Lusk, one of the two heat-race winners, took fifth. The Georgian flubbed the start, which meant he would have to cut through traffic, something of a problem on the short course.

"I tried to go a bit too soon and hesitated, and when I went out and tried to make up for it by shifting too quick it bogged down," Lusk said. "And I just couldn't come through the pack as quick as I wanted. The track being such an arenacross - the way it's been the last couple of weeks - it's kind of hard to pass."

Huffman's teammate Ricky Carmichael chased Lusk for half the race before dropping off the pace.

"I was solid for about 12, 13 laps and then kind of fell off the pace," Carmichael said. "I was behind Ezra for quite some time. I think maybe I was holding my breath behind him and stuff and just got a little tired. I think some of it has to do with not racing and on putting in 20 race laps and not putting in enough work at home. I know that finishing races will help a lot."

Carmichael finished the race by himself, as did seventh-place finisher and first Suzuki rider Robbie Reynard. The Oklahoman had run as high as third midrace, hard in a quartet contesting the spot, before fading.

**LaRocco (3), here in front of McGrath (1), Pichon (5) and Larry Ward (7), led much of the race before McGrath got him. He still finished a close second.**

Eighth, in his first race since an injury at the Dallas Supercross, was Yamaha's Jimmy Button. Button never recovered from a sub-par start in the main, working his way to eighth on the eighth lap.

"I rode good the first 10, 11 laps, then just got a little bit tired from not racing for four weeks," Button said. "One race at a time."

Suzuki's Ward was ninth after colliding with Pichon on the second lap. The pair were in the sand section, just before the left leading to the finish jumps, when they came together, with Ward getting the worse of the encounter.

"He (Pichon) came up the inside and clipped me a little bit and I caught my radiator shroud on the Tuff Blox and it ripped my radiator off, and it flipped me, and I got up in 18th and caught up to ninth," Ward said. "But I couldn't turn left very good because my triple clamp kept hitting my radiator, it was so busted."

American Honda's Sebastien Tortelli finished 10th.

### HEATS

From the center of the start line, Lusk jetted to the front of the first eight-lap heat race, never to be headed. As he made his way around the open track on the first lap, it was clear he had it covered like no one else. In the stadium's north-end jumps, Lusk was able to clear the triple consistently, which no one else really did, opting for a double, then a single.

On the fourth lap, he had nearly four seconds and cruised to the win, though he took an extra lap, just to make sure. "I seen the guy, he almost gave me a checkered flag, but it wasn't really until after me," Lusk said. "I thought, 'Man, I better do another lap.' I made that mistake in amateurs before and lost a few positions. The track is pretty coarse. It's really tight, lap times are really tight, compared to all the other guys during practice and stuff. I just knew I had to put my head down and race every lap and every corner, every obstacle. That's what I tried to do."

There was plenty happening behind Lusk, especially at the start. Huffman crashed hard in turn one, with Yamaha's Jimmy Button, Moto XXX's Phil Lawrence, and The Edge Racing's Travis Trieb getting tangled up as well.

Suzuki's Greg Albertyn was an early second, LaRocco third, then Ward and Reynard.

Reynard made his way by Ward in the right-hand hairpin leading to the sand section, with Albertyn and LaRocco going at it.

Halfway in, it was Albertyn, LaRocco and Reynard, with Ward seeming to fade a bit, only to come on strong on the next lap.

The sixth lap brought a change in the order, with LaRocco getting Albertyn in the north-end right and Reynard taking third from Albertyn in the ensuing jumps.

The numbers of the riders read 4-3-17-8-7 with a lap to go, then the 17 bike of Reynard made his move on the 3 bike of LaRocco, pulling alongside him in the north-end jumps and the right heading down the east side of the stadium. Reynard took the lead in the east-side jumps, holding off LaRocco at the end. Albertyn was fourth, followed by Ward.

The second heat would be the faster of the two and it would go to McGrath. Out front at the start, McGrath didn't go flag to flag but had to take the lead back from Pichon after the pair swapped a time or two in the opening two laps.

After that it was all McGrath, though his lead was never much more than a second right down to the end.

"The track's pretty tough tonight," McGrath said. "There's a lot of guys using the corners, and the inside's the fastest line, so it's kind of hard to lose some guys. I made a few mistakes. I've got to clean it up a bit for the finals."

McGrath and Pichon had led a quintet that left the rest of the 20-rider field behind. The top two were secure early on, with third contested by Tortelli and Pro Circuit's Nathan Ramsey, until Ramsey went down in the sand on the second lap.

That left Tortelli to hold off Noleen Motorsport's Tim Ferry, which he did for a few laps, until Ferry went inside of him in the right-hand hairpin leading to the sand pit. Tortelli struck back a few laps later, then made it permanent with a strong move to the finish.

Ferry was fourth, with Carmichael fifth and closing hard after a mostly nonaggressive race.

### SEMIS

The top five would go to the main and Ward wanted to make sure he was first among them. Gone from the start, this was his semi entirely. He had over 3.5 seconds on the second lap and the cushion held up, even when Huffman made a late run at him.

"It's a little bit rutty and groovy, and it's a lot slicker than it was early in the day," Ward said. "Last week I had to ride the semi, and I rode the semi, and I came away with second in the main. So hopefully that works."

Huffman took second after breaking out of a trio that included Button and Mazda/Chaparral/Yamaha's Steve Lamson. Button finished third and Lamson fourth.

The final rider to advance straight to the main was Boulder Yamaha's Isaiah Johnson. Johnson had to repass Big Valley Honda's Heath Voss on the final lap to get the spot.

Carmichael was the only factory rider in the second heat, and it showed. He didn't get the holeshot, but he had the lead shortly thereafter and to the end, never in danger. It was a far cry from his heat-race ride.

"That was a lot better," Carmichael said. "I rode a little more aggressive. I kind of let (Tim) Ferry in the heat race get in front of me and ride too aggressive. I rode like a girl. I do need to slow down to go faster. In the heat race, I slowed down to go faster and it wasn't working."

**(Left) LaRocco, McGrath and Pichon celebrate on the St. Louis podium.**
**(Above) Ernesto Fonseca came from way behind to win the East Coast 125cc main.**

Ramsey was second all the way, finishing about four seconds in front of Suzuki rider Tyler Evans, who had to fend off Planet Honda's Jean-Sebastien Roy. Behind them came Kawasaki Mexico's Pedro Gonzalez.

### LAST-CHANCE QUALIFIER

Insane Terrain Racing's Ryan Terlecki went down in the middle of a pack at the start, with about eight or so other riders also hitting the dirt.

Plano Honda's Grayson Goodman emerged from the scrum at the front, unaffected by the calamity behind and trying to put the race away. It worked for a lap until Voss approached, at which point Goodman was slotted back to second for the duration. Voss, as a leader, was untouchable, and he and Goodman took the only two spots into the main.

### MAIN

The start chute funneled into a tight 180-degree left turn, then right into a set of whoops. LaRocco got to the first turn just in front of McGrath and Reynard and set the early pace.

For the first six laps, McGrath was content to sit and watch, waiting for a mistake or looking for an opening. The pair had dramatically different lines in the 90-degree right leading to the north-end jumps. McGrath took the rutted inside line, with LaRocco choosing the berm on the outside. When it came time to make the pass, that's where McGrath went for it.

"I was taking a better wide line, he was taking a deeper rut, obviously inside being a little bit better, mine being a little bit safer," LaRocco said. "I actually made a small mistake in the corner and he got alongside of me, got up the inside. Not much I could do there. I was actually all right with that."

Then it was McGrath's turn to control the race, which he did, though LaRocco was able to match the pace.

"I couldn't really get away," McGrath said. "He was right on my butt the whole time and riding a good race."

"I said, 'I'm not letting him get away,'" LaRocco said. "I actually picked up the pace a little bit. I found a couple of better lines through the whoops. I tried working on the areas I felt I lost. I caught back up to him. It was tough."

It would come down to the end, and LaRocco felt he had enough in reserve. He also got a little help when McGrath was held up by Voss with about a lap and a half to go. The only problem was that Voss held up LaRocco, too, giving back to McGrath what he'd taken by slowing him. From then on, it was McGrath to the checkers.

"At the end, I was tired," McGrath admitted. "I had a little bit of a gap and I think a few lappers got in my way - there were three of them, in fact. Then he got behind me and then I got around Heath Voss, who's in my way every week. Voss messed him up. So I kind of got a little break there. It was all right, we only had a lap and a half to go."

"I thought towards the end of the race I could make that back up but got into a little traffic, and Jeremy's riding a hell of a ride right now," LaRocco said. "He was riding good enough where I needed a mistake from him to make anything happen, and he didn't make one."

Pichon took over third on the second lap after his run-in with Ward. It wasn't a comfortable spot since he couldn't shake Reynard, and the Suzuki rider took over third on a run along the east side of the stadium.

Pichon didn't give up, either. As the pair fell back from the leaders, Pichon stuck to Reynard and made a run at him on the 12th lap. A lap later, Pichon was back in third, where he'd stay, though not without distress.

Reynard faded and would eventually finish seventh, but Huffman took up the challenge and made a serious run at Pichon, closing right up to him with five laps to go.

That's as far as he'd get, with Pichon redoubling his resolve, despite a tough week.

"The first half of the race I was trying to find some good lines and saw Reynard and Pichon right ahead of me," Huffman said. "Reynard dropped off the pace quite a bit and I caught up to Pichon and I was like, I still got some time, just take my time, figure out where to get him and get him. I think from doing that, I just settled into his pace and made a couple of mistakes and I would've loved to pass him."

The pair of Pichon and Huffman had managed to pull away from Lusk, who wasn't moving in either direction after passing Reynard on the 15th lap.

The story was somewhat the same for Carmichael, who passed Reynard two laps from the end but was too far back from the leaders to make a run.

"Those guys rode a really good pace and when they get away from you, it's hard to catch back up," Carmichael said. "They run a really fast pace and it's tough."

From the eighth lap on, Button held eighth. Once he got over what he called a "lousy" start, he held his ground, then didn't have anything left for the end of the race. Still, he was happy with the result considering his lay-off.

Ward got up out of the sand to finish ninth. He said that qualifying through the semis had given him a bad pick for the starting gate in the main, and that certainly hurt him.

"I'm riding really hard, I'm really strong," Ward said, "I've just had a little bit of bad luck." **CN**

**Trans World Dome**
**St. Louis, Missouri**
**Results: March 27, 1999 (Round 11 of 16)**

**250 HEAT 1 (8 laps, 1-4 transfer to main):** 1. Ezra Lusk (Hon); 2. Robbie Reynard (Suz); 3. Mike LaRocco (Hon); 4. Greg Albertyn (Suz); 5. Larry Ward (Suz); 6. Steve Lamson (Yam); 7. Heath Voss (Hon); 8. Isaiah Johnson (Yam); 9. Damon Huffman (Kaw); 10. Jimmy Button (Yam); 11. Grayson Goodman (Hon); 12. Bradley Strunk (Suz); 13. Phil Lawrence (Suz); 14. Travis Trieb (Yam); 15. Greg Braet (Suz); 16. Brian Mason (Kaw); 17. Joseph Oehlof (KTM); 18. Chad Rhine (KTM); 19. Brian Stone (Kaw); 20. Jim Neese (Yam).
**Time:** 6 min., 35.340 sec.

**250 HEAT 2 (8 laps, 1-4 transfer to main):** 1. Jeremy McGrath (Yam); 2. Mickael Pichon (Hon); 3. Sebastien Tortelli (Hon); 4. Timmy Ferry (Yam); 5. Ricky Carmichael (Kaw); 6. Tyler Evans (Suz); 7. Jean-Sebastien Roy (Hon); 8. Ryan Terlecki (Suz); 9. Pedro Gonzalez (Kaw); 10. Doug Stone (Kaw); 11. Nathan Ramsey (Kaw); 12. Todd Dehoop (Yam); 13. Jason Frenette (Yam); 14. Vincent Karnow (Suz); 15. Scott Graves (Kaw); 16. Ted Campbell (Suz); 17. Eron Ezerins (Suz); 18. Devin Banks (Kaw); 19. Shaw Dunkel (Yam); 20. Charles Dunway (Yam).
**Time:** 6 min., 33.080 sec.

**250 SEMI 1 (6 laps, 1-5 transfer to main):** 1. Larry Ward (Suz); 2. Damon Huffman (Kaw); 3. Jimmy Button (Yam); 4. Steve Lamson (Yam); 5. Isaiah Johnson (Yam); 6. Heath Voss (Hon); 7. Phil Lawrence (Suz); 8. Grayson Goodman (Hon); 9. Bradley Strunk (Suz); 10. Brian Mason (Kaw); 11. Travis Trieb (Yam); 12. Greg Braet (Suz); 13. Chad Rhine (KTM): 14. Joseph Oehlof (KTM); 15. Brian Stone (Kaw); 16. Jim Neese (Yam).
**Time:** 4 min., 54.290 sec.

**250 SEMI 2 (6 laps, 1-5 transfer to main):** 1. Ricky Carmichael (Kaw); 2. Nathan Ramsey (Kaw); 3. Tyler Evans (Suz); 4. Jean-Sebastien Roy (Hon); 5. Pedro Gonzalez (Kaw); 6. Todd Dehoop (Yam); 7. Ryan Terlecki (Suz); 8. Charles Dunaway (Yam); 9. Vincent Karnow (Suz); 10. Scott Graves (Kaw); 11. Eron Ezerins (Suz); 12. Doug Stone (Kaw); 13. Devin Banks (Kaw); 14. Ted Campbell (Suz); 15. Shaw Dunkel (Yam); 16. Jason Frenette (Yam).
**Time:** 4 min., 58.170 sec.

**250 LCQ (6 laps, 1-2 transfer to main):** 1. Heath Voss (Hon); 2. Grayson Goodman (Hon); 3. Ted Campbell (Suz); 4. Doug Stone (Kaw); 5. Ryan Terlecki (Suz); 6. Eron Ezerins (Suz); 7. Charles Dunaway (Yam); 8. Bradley Strunk (Suz); 9. Scott Graves (Kaw); 10. Vincent Karnow (Suz); 11. Brian Mason (Kaw); 12. Devin Banks (Kaw); 13. Chad Rhine (KTM); 14. Greg

Braet (Suz); 15. Travis Trieb (Yam); 16. Shaw Dunkel (Yam); 17. Todd Dehoop (Yam); 18. Phil Lawrence (Suz); 19. Joseph Oehlof (KTM); 20. Brian Stone (Kaw); 21. Jim Neese (Yam); 22. Jason Frenette (Yam).
**Time:** 5 min., 5.720 sec.

**250 MAIN (20 laps):** 1. Jeremy McGrath (Yam); 2. Mike LaRocco (Hon); 3. Mickael Pichon (Hon); 4. Damon Huffman (Kaw); 5. Ezra Lusk (Hon); 6. Ricky Carmichael (Kaw); 7. Robbie Reynard (Suz); 8. Jimmy Button (Yam); 9. Larry Ward (Suz); 10. Sebastien Tortelli (Hon); 11. Steve Lamson (Yam); 12. Nathan Ramsey (Kaw); 13. Heath Voss (Hon); 14. Greg Albertyn (Suz); 15. Jean-Sebastien Roy (Hon); 16. Pedro Gonzalez (Kaw); 17. Grayson Goodman (Hon); 18. Timmy Ferry (Yam); 19. Isaiah Johnson (Yam); 20. Tyler Evans (Suz).
**Time:** 16 min., 16.770 sec.
**Margin of victory:** 4.001 sec.

**250cc TOYOTA TRUCKS/THOR/PARTS UNLIMITED/ AMA U.S. SUPERCROSS SERIES POINT STANDINGS (After 11 of 16 rounds):** 1. Jeremy McGrath (266/6 wins); 2. Mike LaRocco (216); 3. (TIE) Mickael Pichon/Larry Ward (184/1); 5. Ezra Lusk (179/3); 6. Kevin Windham (166/2); 7. Damon Huffman (153); 8. Sebastien Tortelli (134); 9. (TIE) Greg Albertyn/John Dowd (117); 11. Steve Lamson (115); 12. Timmy Ferry (102); 13. Jeff Emig (96); 14. Jimmy Button (88); 15. Robbie Reynard (87); 16. Ricky Carmichael (80); 17. Heath Voss (63); 18. David Vuillemin (62); 19. Jean-Sebastien Roy (44); 20. Phil Lawrence (39).

Upcoming Rounds:
Round 12 - Pontiac, Michigan, April 10
Round 13 - New Orleans, LA, April 17

**AMA Eastern Regional 125cc SX Series**
**Round 4: Trans World Dome**

# Fonseca's knockout

**By Henny Ray Abrams**
**Photos by Karl Ockert**

ST. LOUIS, MO, MAR. 27

For the fourth race in a row, Yamaha of Troy's Ernesto Fonseca delivered a knockout punch to the 125cc Eastern Regional class, but how he did it was what both impressed and angered a few people.

The Costa Rican champion went down in a pile in the first turn, remounting to finish the first lap in 15th of 22 riders. His progress through the pack was relentless, and in time it became clear that he had a shot at the win.

For the final two laps, the only rider standing in his way was KTM's Kelly Smith, who led the entire race. On the last lap, Fonseca was on him, chasing him through the first few turns before making his decisive and controversial move along the north-end jumps.

All night long, Fonseca had taken the three jumps at the north end of the stadium as a triple, with everyone else making it a double and a single. On the final lap, Fonseca nailed the triple, but landed on Smith, who had gone the conventional route. Fonseca's bike appeared to hit the left side of Smith, jerking the handlebars out of his hand and sending him to the ground. Fonseca completed the race slowly, then stopped as Smith, who was on the ground for some time, approached him after the race, trying to push him over. When they got to the podium area, Smith continued his tirade, getting into a scuffle with Fonseca's mechanic, Kenny Germain, among others, before they were separated.

"Kind of like a little bad thing at the end," Fonseca said. "It wasn't my fault. We both jumped and kind of like, I think, moved a little bit in the air and I hit him a little bit on the side. It's not like I did it on purpose or nothing. It's part of racing and hopefully it'll never happen again. It's nothing that I go out there and try to do. I was trying to be nice and we all are friends here, and we're not here to fight. It's all right. Hopefully it ends here."

Smith wasn't as forgiving, though he had little to say.

"What can I say?" he said to the stadium announcer. "Some people don't have respect for others, but hey, it'll come some day. I'll be the one that blasts off next time."

The end result was that Fonseca's season remained perfect, this being the most impressive of his four wins, by far.

"I crashed on the start and picked my bike up and started going," the 17-year-old Fonseca said. "Lot of traffic and it took me a little bit to get going to see a clear track. There were a lot of riders out there. Rode a good race. I think I played it smart and I'm glad everything came up good. At the end I had a little more clear track - just went for the three (the triple jump, which was where he hit Smith)."

Second went to Protel/Triad Yamaha's Jim Neese, who'd hung with the leaders the whole race and earned his best supercross finish ever.

"It felt awesome," Neese said. "I knew they were going to get me on the triple. I just didn't get through the whoops good enough to get over it. I knew that's where I was going to be losing time. I was going to make it up everywhere else. I haven't had a good year so far and I was just ready to come out there and have a little break, show everybody what I can do. I rode my 250 today for extra track time. I think it worked. I felt awesome. I like standing up here and I want to be up here again."

Shift/Primal Impulse's Jiri Dostal took third, the same spot he held on the first lap.

"I got a good start, I got out there quick, and those guys were pulling me at first, and they had a good pace going," Dostal said. "I was pretty stoked to be back there, and it was the best ride I had for a while."

SplitFire/Pro Circuit/Kawasaki's Nicholas Wey was fourth after a stumbling start; then came Joseph Oehlof on the AM Leonard KRW KTM.

Fonseca's perfect season gives him 100 points - three more than Team Moto Planet Robbie Horton, who was sixth tonight. Wey is third at 65, with Stephane Roncada, Fonseca's sidelined teammate, fourth at 64.

**(Above) KTM's Kelley Smith led 14 and a half laps in the 125cc main, then was rear-ended by Fonseca and got bumped back to 14th. Needless to say, he was not happy with Fonseca.**
**(Right) Suzuki's Jiri Dostal made the 125cc podium with a third-place finish.**

**HEATS**

The night's racing began with 125cc heat one, a two-rider spat between FMF's Brock Sellards and Kelly Smith.

Sellards got the jump, but Smith was the aggressor and was soon out front. The pair left third behind.

At the end of the third lap, Sellards closed right up on Smith, the pair racing side by side on the next lap, with Sellards taking the lead on the east-side jumps, punctuating the spot with an acrobatic move that thrilled the crowd.

After that, he wasn't headed, though Smith stayed with him and FMF's Danny Smith made a late move to close up.

"I experienced some bogging in the motor," Sellards said. "We'll get it handled in the main event. We'll get it all dialed. I was a little scared to do the triple at first and I was losing time. Once I got confident, I started jumping it."

F&S Suzuki's Matt Shue and Tyler Evans were strung out behind in fourth and fifth.

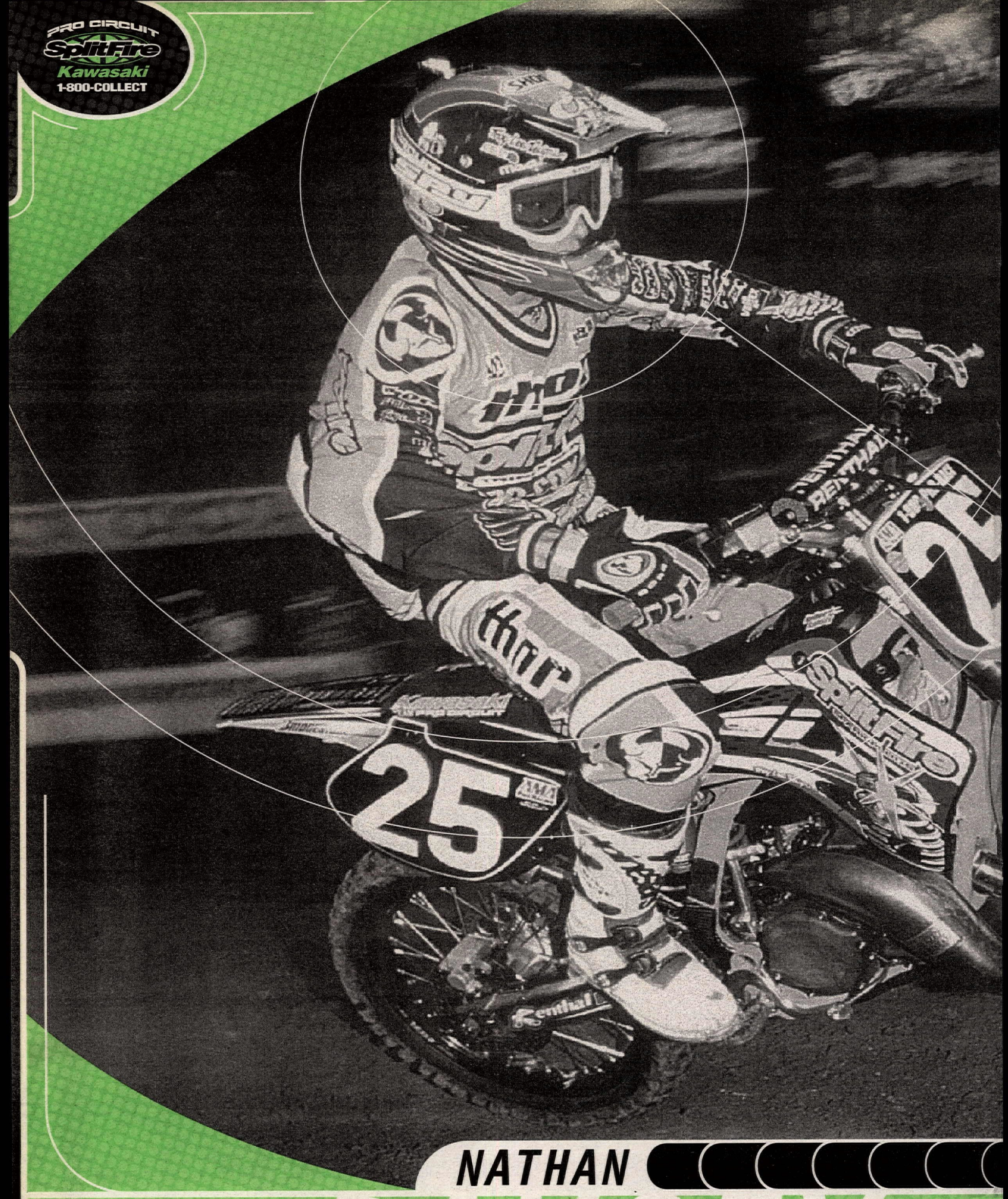
Fonseca got a jump on the second heat, escaping a pileup that claimed four riders. But he wasn't out of trouble yet.

Two turns later, he got together with Wey. Wey went down, with his bike hooking Fonseca's and being dragged briefly down the track. Once free, Fonseca had to run down Dostal, whom he had passed early on the second lap.

Neese was second from the second lap on, with Dostal slotting into third. It would turn out to be the same finishing order as the final.

Fonseca didn't have much to say, except that he found the sand section tricky and that he expected a showdown with first heat-race winner Sellards in the final.

Suzuki Sport's Jacob Martin was

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# NATHAN RAMSEY AND KAWASAKI STORM TO 1999 AMA 125cc WESTERN REGION SUPERCROSS CHAMPIONSHIP

## RAMSEY WRAPS UP INSANE SEASON WITH METRODOME MADNESS.

Nathan Ramsey and his KX125 are so on fire it's sick. After blowing through Phoenix, Seattle, Anaheim, Dallas and Houston, they rode into Minneapolis with a four point lead. Then, in a race that almost brought down the dome, Ramsey turned up the wick and grabbed the championship. Let's face it, no one has dominated a season like that since, well, the last guy that rode a KX125. Congratulations to Nathan, the best in the west.

"I'm stoked. It was a great race."

Nathan Ramsey
Team SplitFire/1-800-COLLECT/
Pro Circuit/Kawasaki

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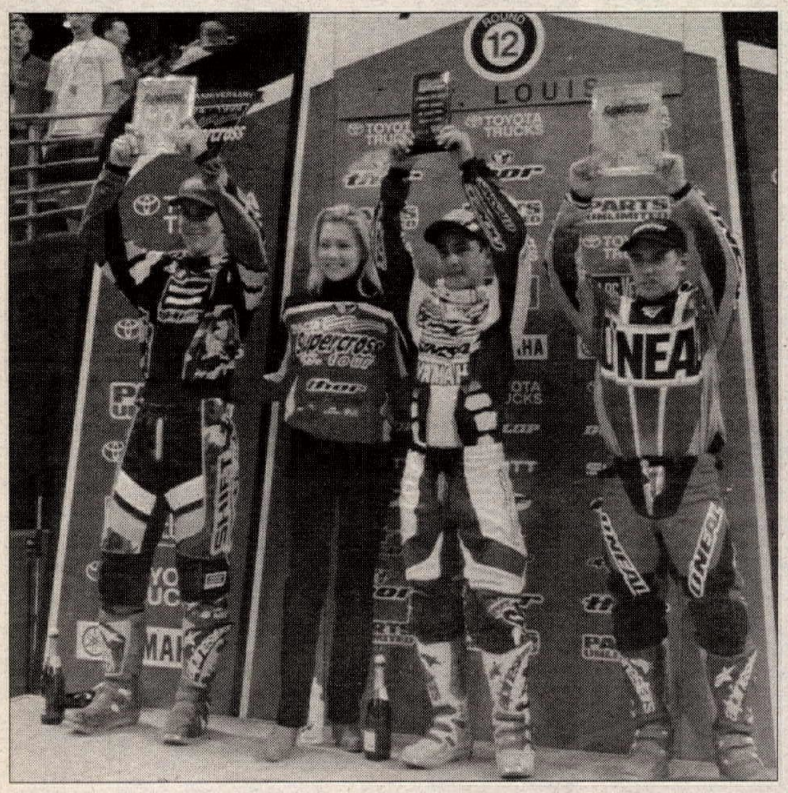
# Round 11: Trans World Dome

**TOYOTA TRUCKS/THOR/PARTS UNLIMITED AMA U.S. SUPERCROSS SERIES**



(Left, left to right) Dostal, Fonseca and Jim Neese proudly display their winnings. Neese took runner-up honors.

fourth, with Kawasaki of Missouri's Brian Stone fifth.

The top four from the last-chance qualifier would make the main. The riders were decided on the first lap, the spots not until much later.

Excel Motorsports' Jason Thomas took the lead early on the third lap and got away from the lead quintet to take the win.

He'd passed Robbie Skaggs, who held on to second, with Planet Honda's Jason McCormick third and Wey fourth.

**MAIN**

Crashing in the first corner of a supercross, especially on a tight track like this one, is usually a death sentence. Fonseca went down with four others, remounting five riders from the end of the 22-rider field and crossing the line in 15th at the end of the first lap. Clearly, this was the rider to watch. Even if he didn't win, and that was certainly a long shot, he was the fastest, smoothest rider on the track, and had been all night. Taking on the track as if he were on a 250, Fonseca compressed the obstacles and made time in the process.

The numbers don't do it justice, but his progress went like this: 10th on the third lap, seventh on the fourth, then quickly to fifth on the sixth through ninth. The 10th lap listed him in third, a certain podium, but not enough. He was in second on the 13th and closing, about three seconds back. A lap later and the lead Smith held was down to five bike lengths. Then came the final lap.

Fonseca was well within striking distance. He was the only 125cc rider who consistently made the triple jump, and the maneuver had served him well. This time Smith was in his way and when he came down, they clashed, with Smith getting the worst of it.

From then on, Fonseca rode solemnly to the finish while track personnel blocked Smith's body with a hay bale, forcing the rest of the pack to make a midtrack detour. Smith would soon get up, irate, and confront Fonseca, and then others. Nothing would change the result.

With Fonseca's charge, the runner-up positions were going unnoticed. Neese had moved into second on the 10th lap, dropping Evans, who eventually landed in 18th place.

He wasn't closing on Smith, but neither was he threatened by Dostal, who was behind Fonseca at this point. Neese gave up his spot to Fonseca on the 13th lap.

Wey, Oehlof and Horton ran in that order for the last three laps, none of them making a forward move. **CN**

**Trans World Dome**
**St. Louis, Missouri**
**Results: March 27, 1999 (Round 4 of 8)**

**125 HEAT 1 (6 laps, 1-9 transfer to main):** 1. Brock Sellards (Hon); 2. Kelly Smith (KTM); 3. Danny Smith (Hon); 4. Matt Shue (Suz); 5. Tyler Evans (Suz); 6. Doug Parsons (Suz); 7. Joseph Oehlof (KTM); 8. Davey Yezek Jr. (Suz); 9. Kenny Bartram (KTM); 10. Josh Demuth (Yam); 11. Bradley Strunk (Suz); 12. Robbie Skaggs (Suz); 13. Jason McCormick (Hon); 14. Clark Stiles (Kaw); 15. Jeffrey Baker Jr. (Kaw); 16. Chad Sanner (Yam); 17. Mike Katin Jr. (Suz); Eron Ezerins (Suz); 19. Warren Edwards (Yam); 20. Shaun Perolio (Kaw).
**Time:** 5 min., 20.220 sec.

**125 HEAT 2 (6 laps, 1-9 transfer to main):** 1. Ernesto Fonseca (Yam); 2. Jim Neese (Yam); 3. Jiri Dostal (Suz); 4. Jacob Martin (Suz); 5. Brian Stone (Kaw); 6. Mark Burkhart (Yam); 7. Marco Dubé (Suz); 8. Robbie Horton (Yam); 9. James Evans (Kaw); 10. Nicholas Wey (Kaw); 11. Jason Thomas (Yam); 12. Matt Walker (Yam); 13. Ronnie Renner (Yam); 14. Jimmy Wilson (Yam); 15. Jason Fink (Kaw); 16: Jason Hyde (Yam); 17. Jeff Hedden (KTM); 18. Ryan Duff (Yam); 19. Brian Mason (Kaw); 20. Charles Dunaway (Yam).
**Time:** 5 min. 16.230 sec.

**125 LCQ (4 laps, 1-4 transfer to main):** 1. Jason Thomas (Yam); 2. Robbie Skaggs (Suz); 3. Jason McCormick (Hon); 4. Nicholas Wey (Kaw); 5. Bradley Strunk (Suz); 6. Chad Sanner (Yam); 7. Ryan Duff (Yam); 8. Matt Walker (Yam); 9. Jeff Hedden (KTM): 10. Jimmy Wilson (Yam); 11. Jeffrey Baker (Kaw); 12. Mike Katin Jr. (Suz); 13. Charles Dunaway (Yam); 14. Jason Fink (Kaw); 15. Warren Edwards (Yam); 16. Jason Hyde (Yam); 17. Eron Ezerins (Suz); 18. Ronnie Renner (Yam); 19. Josh Demuth (Yam); 20. Brian Mason (Kaw); 21. Clark Stiles (Kaw); 22. Shaun Perolio (Kaw).
**Time:** 3 min., 36.080 sec.

**125 MAIN (15 laps):** 1. Ernesto Fonseca (Yam); 2. Jim Neese (Yam); 3. Jiri Dostal (Suz); 4. Nicholas Wey (Kaw); 5. Joseph Oehlof (KTM); 6. Robbie Horton (Yam); 7. Doug Parsons (Suz); 8. Matt Shue (Suz); 9. Robbie Skaggs (Suz); 10. Kenny Bartram (KTM); 11. Brian Stone (Kaw); 12. Danny Smith (Hon); 13. Marco Dubé (Suz); 14. Kelly Smith (KTM); 15. Jacob Martin (Suz); 16. Mark Burkhart (Yam); 17. Davey Yezek Jr. (Suz); 18. Tyler Evans (Suz); 19. James Evans (Kaw); 20. Jason Thomas (Yam); 21. Jason McCormick (Hon); 22. Brock Sellards (Hon).
**Time:** 13 min., 23.700 sec.

**125cc EASTERN REGIONAL SUPERCROSS SERIES POINT STANDINGS (After 4 of 8 rounds):** 1. Ernesto Fonseca (100/4 wins); 2. Robbie Horton (66); 3. Nicholas Wey (65); 4. Stephane Roncada (64); 5. Brock Sellards (58); 6. Danny Smith (51); 7. Jiri Dostal (46); 8. Jim Neese (45); 9. Jason McCormick (36); 10. Matt Shue (34); 11. Joseph Oehlof (31); 12. Kelly Smith (30); 13. Jason Thomas (28); 14. Barry Carsten (25); 15. Ty Wallace (20); 16. (TIE) Brian Stone/Tallon Vohland (16); 18. Jimmy Wilson (13); 19. (TIE) Robbie Skaggs/Josh Demuth (12).

Upcoming Rounds:
Round 5 - Pontiac, Michigan, April 10
Round 6 - New Orleans, Louisiana, April 17

# Briefly...

Yamaha of Troy's **Stephane Roncada** sat out the St. Louis race after crashing on his practice track a week earlier. Roncada came up short on a triple jump, was thrown over the bars and sprained his wrist, according to Yamaha of Troy team manager Erik Kehoe. X-rays turned up negative and Roncada is expected back for the next Eastern Regional event, in the Pontiac Silverdome on April 10. Roncada entered the race in second place to teammate Ernesto Fonseca in the Eastern Regional Supercross point standings, but dropped to fourth at the end of the night.

American Honda's **Kevin Windham**, who broke his collarbone during a practice crash at last week's Minneapolis Supercross, won't return for the rest of the supercross season, but he should be back for the opening outdoor National at Glen Helen, according to American Honda spokesman Greg Wright. The Glen Helen race is a week after the supercross finale in Las Vegas on May 1. It was the seventh time that Windham had broken his collarbone.

Yamaha's **Jimmy Button** returned to action after missing the previous four races. Button crashed in the Dallas Supercross on his left knee, tearing a muscle in his back. "I really badly strained my MCL (medial collateral ligament) in my left knee, and I tore a big muscle in my back, kind of tore it in half in Dallas on race day," Button said. "Sitting on the couch for a couple of weeks doesn't do much good for your race pace. It came back pretty good all week." Yamaha team manager Keith McCarty said, "I think he's a little surprised that he's not as healed as he wanted to be, but the more he rides, the better he feels." McCarty also said that there was nothing new on John Dowd's condition. Dowd, who broke his arm at the Daytona Supercross, won't be back until the first outdoor National at Glen Helen. "If he's on the bike before then, it'll be a bonus," McCarty said. "It's a six- to eight-week injury. It's not something to mess around with." McCarty said that his condition would be re-evaluated after the April 3rd Easter weekend.

Englishman **Warren Edwards** fulfilled a lifelong wish when he flew to St. Louis to take part in his first American supercross race. "It's something I always dreamed of," the SoCal Decal-sponsored Yamaha rider, from Wrotham, Kent, said. "I've raced the European version of supercross and it's nothing like this. (American) supercross is wicked. Absolutely awesome. Just watching the 250 factory guys practice was unreal." As a regular on the World Championship circuit, Edwards' best finish was a fifth overall in the 1992 500cc GP at Glen Helen. His goal? "I'd love to make the main." It didn't happen. He finished second to last in the first Eastern Regional 125cc heat, shaking his hands as he came off the track. In the LCQ, he finished 15th.

Expect to see a new team at the Pontiac Supercross. Georgian John Blain said that he would join with Matt Maximoff, Tommy Barron and Michael Craig to form the new team, **Team X-Treme AXO**." He also said the team would be sponsored by Pro-Am Motorsports out of Kalkaska, Michigan. The inclusion of Craig's name is intriguing. Craig is currently under contract to Planet Honda. Planet Honda team manager Paul Lindsey said in St. Louis that "Michael Craig is still under contract with planet Honda for the whole year."

Frenchmen **Sebastien Tortelli** and **Mickael Pichon** enjoyed a taste of their homeland when they found an authentic French restaurant in St. Louis. The American Honda pair dined at Le Petite Paris, a French restaurant opened seven months ago by a transplanted Parisian restaurateur who they called Chef Philippe. "He just came here and started a new business," Tortelli said. "The food was great. We had snails and other food that you don't normally have so much here. It was the first time I ate at a French restaurant in the U.S." As for why he hasn't sought out a bistro in Southern California, Tortelli said, "My wife, Stephanie, is cooking great."

Kawasaki's **Jeff Emig** was at the St. Louis Supercross, but only as a spectator. "There was a pretty good chance I wasn't going to ride," Emig said. The 1997 Supercross champion bruised both heels, both ankles and the ball of his left foot on the last lap of the final practice for the Houston Supercross. Emig said he's receiving injection therapy, similar to what he received when he injured his back last year. The next race in which he's likely to see action will be the New Orleans round in three weeks.

Team Pro Circuit's **Nate Ramsey** was still ecstatic a week after clinching the Western Regional 125cc title in Minneapolis. "It hasn't totally sunk in yet, but I get a good feeling all over when I think about it." Ramsey will face off against the top Eastern Regional riders such as Yamaha of Troy's Ernesto Fonseca and Stephane Roncada at the Supercross finale in Las Vegas on May 1. "I'll tell you right now, if I come out of the start in 15th place (like he did in Minneapolis), there's no way I'll win," Ramsey said. Ramsey made one of his occasional starts in the 250cc class tonight. After finishing 12th, he said: "I can't wait until I can come back and race them again, Maybe Indianapolis. We're going to do a bunch of National outdoor testing on the 125. They want me to stay out there in California and do that, so I'm going to concentrate on that so I can have a good outdoor series, too." Ramsey had a horrid first lap, ending 19th out of 20 riders, and then made a few mistakes on his march through the pack and had to deal with Honda's Sebastien Tortelli. "And I was fighting, fighting, fighting," Ramsey said. "I was in front of him for a while and then he ended up in front of me. And I was going to try him and get to the front of the pack. Then I ran out of laps. I feel like I rode pretty decent. All day long I was fighting it I didn't get much time on the 250. I didn't feel that comfortable. I did what I wanted to do, I know what I need to do when I get passed. Got to go a little faster."

For the first time in a few years, **Dirt Wurx**, the track designers, carted in several truckloads of Mississippi sand for a 90-foot sand section at the Trans World Dome, with the section, which is just before the 90-degree left leading up to a set of triples and then the finish jump, getting mixed reviews. "I'm all for a change here and there, but I don't want to get roosted with it," Factory Connection Honda's Mike LaRocco said. "This section will be tough, though, because you have to set up for a triple right after it." After winning the second heat, Mazda Chaparral Yamaha's Jeremy McGrath said: "I think the sand wash forces the berm to be one line, so it's not working out too good. If you take the inside, it doesn't seem like you get passed, as long as there's ruts in there." McGrath changed his line through the sand late in the race. Instead of going in tight on the brakes, he started bouncing off the berm. "Those ruts kind of led into each other," he said. "If someone went on my inside and I was outside, I'd just get cleaned out. So I stayed on the inside until I got a little bit of a gap. I knew the outside was fast, but until I got a little bit of a distance, then I could just fly around it and pick my own line. But it's one of those lines where if you did pick the outside and there was a guy close, he could stuff you. So I was just playing it smart."

Factory Connection/Jack in the Box/Honda's **Mike LaRocco** earned a rare 1-900-PRO-RACE award in the 250cc main. "That's probably the last thing I thought I'd get is the holeshot," LaRocco said after accepting the $1000 Award. "First holeshot in a while. Hey, I'll take it. Unfortunately, I let Jeremy by, but that was a good ride and I'm just happy about this." KTM's **Kelly Smith** took the $500 check for nabbing the 125cc holeshot.

How dominant is **McGrath**? The St. Louis win was McGrath's fourth in a row, sixth this season, and the 58th of his career. The number is more than the combined wins of second-placed Rick Johnson, 28, and Bob Hannah, 27. Among active riders, Factory Connection/Jack in the Box/Honda's Mike LaRocco has the second most wins: eight, which ties him for 12th overall with Jimmy Ellis.

Like his Mazda/Chaparral/Yamaha teammate Jeremy McGrath, **Steve Lamson** admitted to a case of nerves in St. Louis. "I rode tight," Lamson said. "The track was kind of weird. I don't know why. I just didn't feel comfortable all night. Couldn't flow. Just struggling all night." Lamson finished sixth in his heat, then took fourth in the first semi to make the main. Because of that, he had a bad pick on the starting line and finished the first lap in 16th. He ended up 11th.

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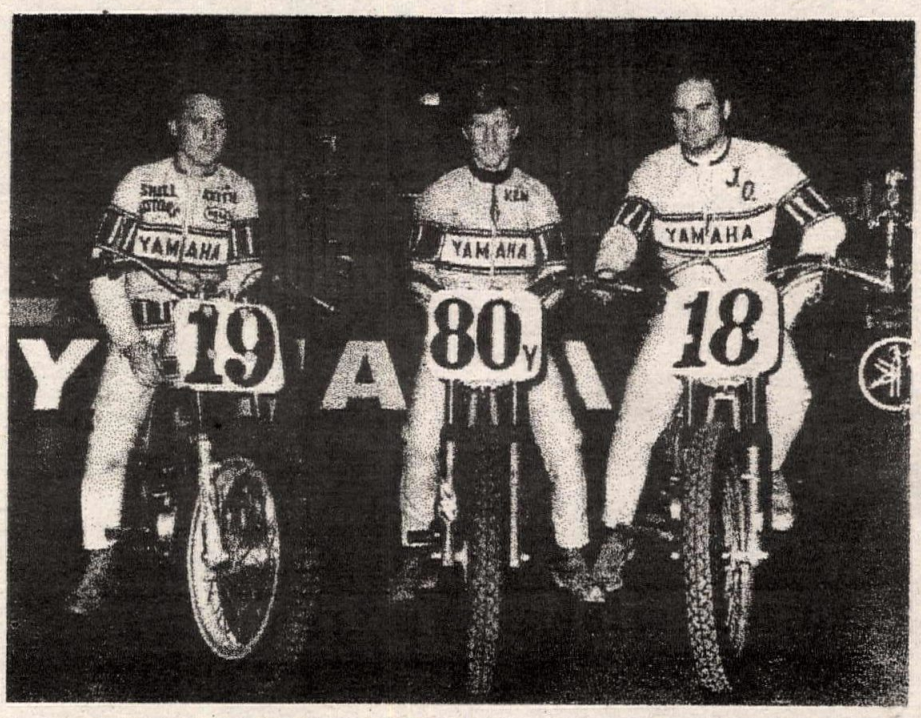


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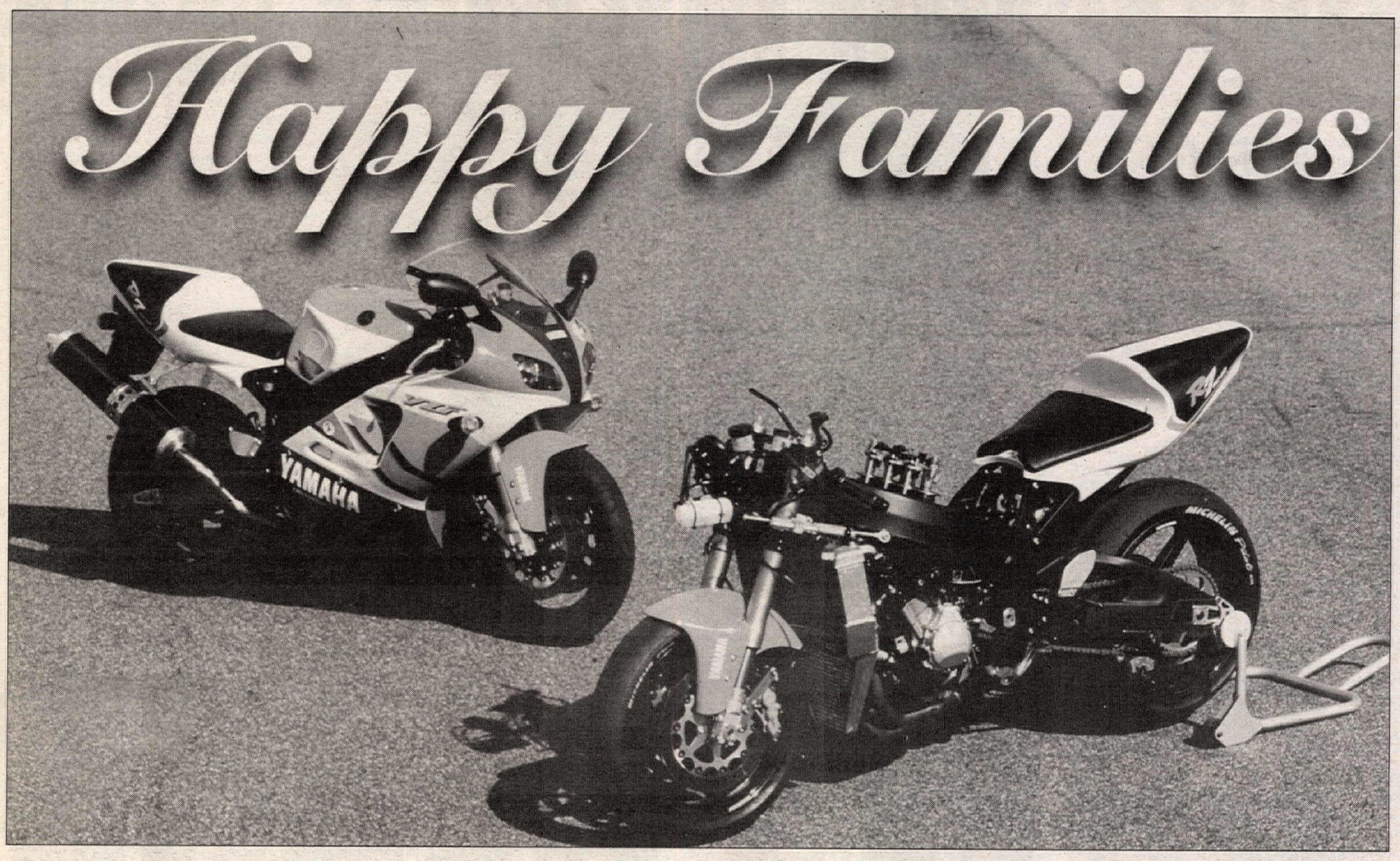



**By Alan Cathcart**
**Photos by Gold & Goose**

JEREZ, SPAIN, MAR. 16-17

When Yamaha's long-awaited replacement for the neo-vintage YZF750 was launched at Intermot last September, it was apparent that the Japanese company had finally decided to get serious about superbike racing.

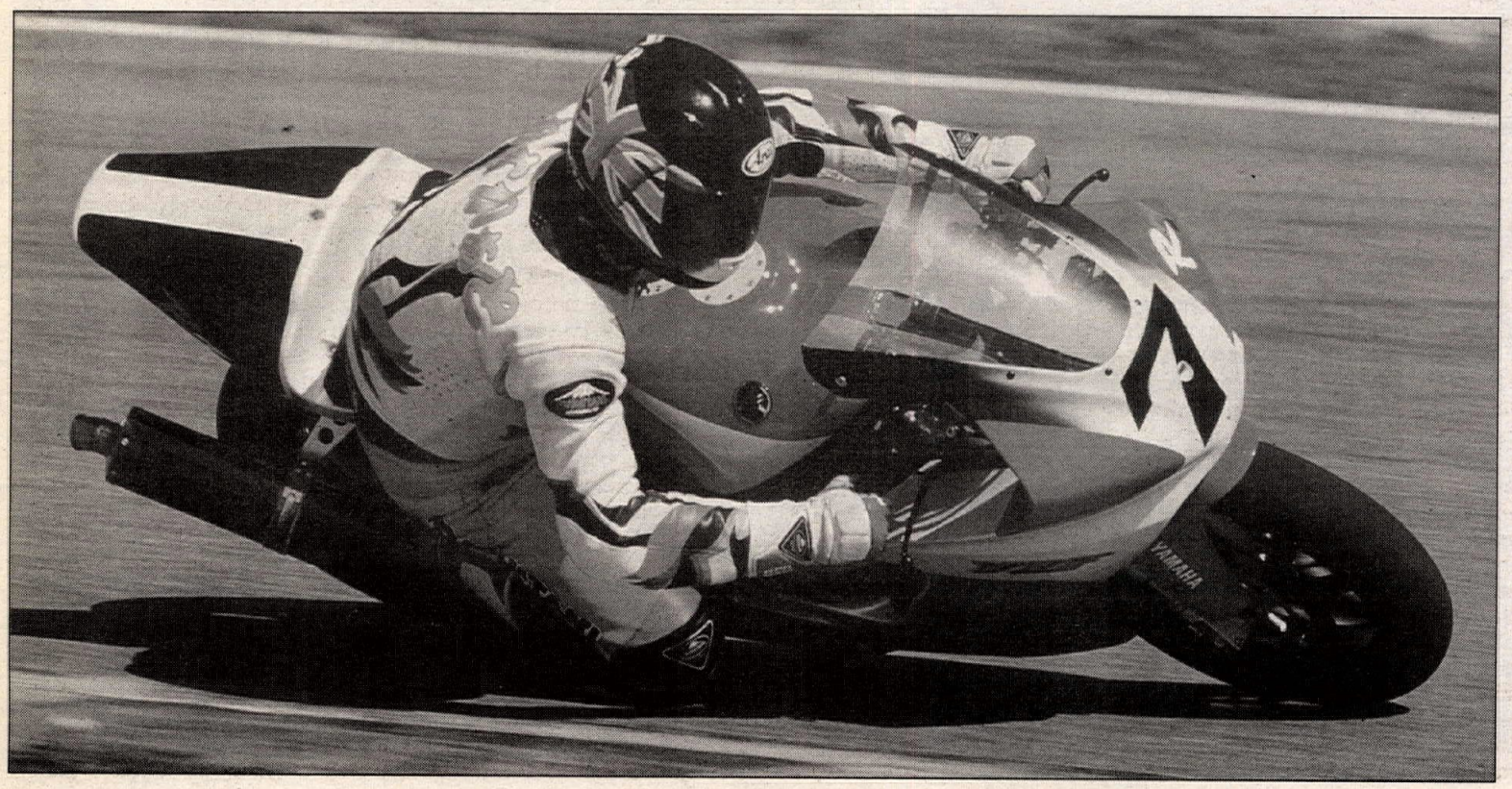
In displaying the YZF-R7 OW02 in fuel-injected, limited-edition form alongside the R6, its equally new, volume-production 600cc Supersport contender, Yamaha not only took up the challenge of its Japanese and European rivals and their state-of-the-art four-stroke racers, it also entitled design boss Kunihiko Miwa to justly claim that "The family is now complete."

That means the range of no-compromise sportbikes that had been on the cards ever since the debut of the radical, ground-breaking one-liter R1 hypersport model 12 months ago has now arrived in the marketplace - even though Miwa-san insists, tantalizingly, that "The R7 is just my latest baby - not my last!"

But with the total planned R7 production of just 500 bikes - by no coincidence, the precise minimum number needed to homologate the model for World Superbike - currently being constructed in a single batch for worldwide delivery, Yamaha's intentions for the R7 are clear. Rather than spec the model down to produce a junior R1 that might compete with Suzuki for 750cc Supersport supremacy, this is a costly no-compromise homologation special for Superbike racing, nominally marketed as a street bike to satisfy Superbike regulations, but only in the expectation - hope, even - that the vast majority of bikes built will end up on the race track, waving the Yamaha flag at both the World and National levels.

In the United States, dealers will actually be setting the price of the bike - a price you can expect to be in excess of $30,000. Just 50 will be imported, with 10 going directly to Yamaha's own AMA road racing team and the other 40 to the open market. Want one? Then you had best polish up your road racing resume, because in addition to having the cash, you've also got to have the flash: Yamaha wants these things on the race track - and doing well - not sitting pretty in somebody's garage. Dealer allocation will be determined by the quality of resumes each submits to Yamaha for review and ultimately its acceptance. R7s are expected to arrive sometime in May or June (they aren't sure yet), so you may still have some time to win a few races that you might be able to add to your resume - get crackin'!

Before anyone starts getting grumpy about this, keep in mind that it's nothing new. Yamaha had a similar program with its OW01, and a quarter-century ago, Ducati's first V-twin sportbike - the high-cost, hand-built 750SS - was produced as a loss-leading, limited-edition racer-with-lights of barely even nominal street




**(Top) Yamaha brought one fully street-equipped bike to the launch, but for photo purposes only. The race-kitted bike, shown without its fairing, was the reason we were in Jerez. (Left) Handling of the R7 was superb, with a light, narrow feel rivaling that of a V-twin, yet with the excellent weight distribution offered by the in-line-four engine layout.**

legality, all with the aim of homologating it for Formula 750 and production racing.

The fact that, having achieved its objective of putting the Italian company into the winner's circle and on the map as a maker of big twins, the 750SS then became a prized collectors' item that saw more street mileage after it stopped being competitive than it ever did as a current listed model may be a preview of the likely fate awaiting however many R7s that local Yamaha importers don't end up keeping for themselves in order to equip their own national Superbike squad. Even so, as was the case back then with the Duke, there are bound to be a fortunate few customers allowed to buy the R7 who will keep the headlights, fit a license plate and scorn the race track in favor of kickin' ass on Racer Road. Lucky them.

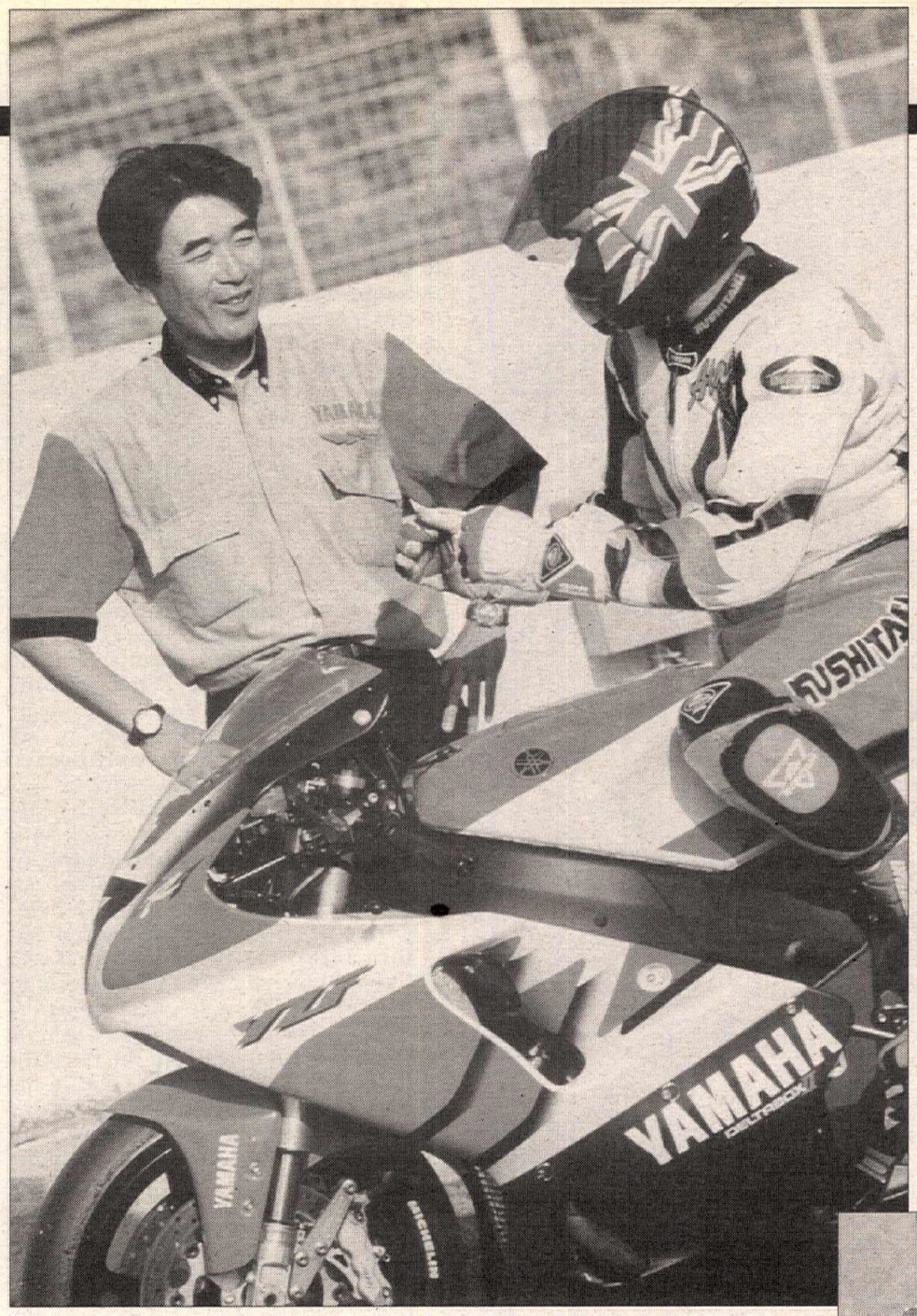
All of this explains Yamaha's decision to restrict the much-prized invitations to a press test of the first fruits of the R7 production line (room?) to just a small handful of us lucky lads, who were duly summoned to the Jerez circuit in the sunny south of Spain in mid-March and told to focus 100 percent on riding the factory-kitted race version, rather than the street bike from which it's nominally derived but whose road manners are practically irrelevant, in terms of the context in which the bike was developed.

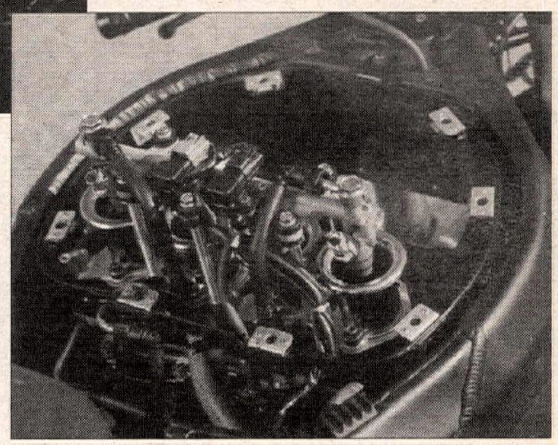
It's a racer, right? In best Hollywood megastar style, therefore, the single example of the R7 on parade at Jerez equipped with lights and mirrors was only on duty for a photo call, not to be submitted to an in-depth interview out on the race track. Instead, a trio of race versions fitted with the factory race kit that Yamaha offers to bump performance up from the quoted 106 bhp at 11,000 rpm delivered by the street bike to a coyly offered "around 150 bhp" (in fact confirmed by an early customer to be 146 bhp at 13,500 rpm at the gearbox) were on hand, for a total of four sessions totaling around 60 laps of the Jerez GP circuit, with a Yamaha race mechanic assigned to each of us to dial in the bike to our individual tastes, just as any customer team will do.

It was a proper test - and such is the shortage of R7 product right now that factory Superbike rider Vito Guareschi and Yamaha's Swedish Pro-Superbike champion Christer Lindholm had to wait until we'd had our day in the limelight before they were allowed to throw a leg over - in Lindholm's case, for the very first time ever! Age before beauty, Christer...!

Well, I may not have the Superbike expertise of those two, but I do have hands-on experience of each of Yamaha's current works rivals, as well as of the old factory YZF750 to which Noriyuki Haga gave a rousing final farewell last season by winning five Superbike races in his debut season at the World level - but the last one for a model that in various guises dates back a full decade.

That being so, just sitting on the R7 in pit lane tells you at once how radical a step forward Yamaha has succeeded in making with the new model - because instead of a 750cc four-stroke racer, it seems right away as if you've stepped aboard a 600-on-steroids. The trademark R-family pointy-nose styling combines with the narrow, carefully shaped screen and the single central duct beneath the chin funneling air to the race kit's huge carbon-topped, fully-sealed 15-liter airbox to give the impression of a much more compact package than either its Suzuki or Kawasaki in-line four-cylinder rivals. Both those bikes seem much wider, more bulky and less nimble than the R7, thanks mainly to their twin air ducts on either side of the number plate. That format, says Miwa, delivers less flow at lower pressure than the R7's single central air duct. Sorry to name-drop (okay - no, I'm not!), but the only transverse four I've ridden that can rival the R7 for compactness is the MV Agusta F4, but its haute-couture Tamburini styling doesn't give you as much protection at high speed as do the Yamaha's wind-tunnel-developed aerodynamics, delivering 10-percent-lower drag than the old YZF750 in the process.



**(Above) The man behind the machine is the man behind the machine: Kunihiko Miwa, the man in charge of the R7 project. He's also the proud father of the R1 and R6.**
**(Right) The R7 comes with fuel-injection that can be reprogrammed with a switch box supplied in the race kit.**

Mark one up for designer Katsuhiko Miwa and his team, plus another for the way the R7's unique layout gives the rider so much confidence. This is a bike on which you feel at home right away, with a multi-adjustable riding position that can be tailored to suit any rider, and is, if anything, too spacious as delivered. Though fairly tall, I had to have a thick pad strapped to the back of the seat to stop myself from being pushed backward under acceleration. This was a problem, because it would unweight the front wheel and send the bike into a weave, and I made things worse by pulling on the bars to lever my body weight forward again. Yet even with the pad in place, switching from side to side controllably across a not-too-slithery seat was easy.

Haga-san reportedly insisted on the R7 prototype's fuel tank being reshaped to make it less bulky and easier to wrap your arms around after he apparently stepped off it in a slow turn the first time he rode it at Suzuka. The result is that rather than sensing you're sitting in the R7 or perched atop it, you simply feel a part of the bike - and that adds to one's confidence.

The impression that the R7 feels very balanced and together is confirmed by the weight-distribution figures, obtained thanks to the compact mass delivered by the unique R-bike architecture. This features the same triple-stack gearbox layout as the R1, with the slant-block engine's cylinders inclined forward by 31 degrees, resulting in 20 degrees of vertical downdraft for the steeply inclined throttle bodies. Miwa's "no compromise" design format delivers a uniquely short engine for a four-cylinder motor, with forward bias of the 356.4-pound dry weight (right on the Superbike minimum limit) at 53/47 percent static - but 50.3/49.7 percent with the rider, says Miwa-san.

Combined with the well-chosen steering geometry, this desirable balance helps achieve more stable, controlled handling, with no sign of pushing the front end as on less-ideal layouts. There was no trace of the loose setup and flapping front end that I discovered Scott Russell's works old-style YZF750 had the past two seasons when I rode it, as he tried to obtain the same package with a bike that was not designed for it. Yet, on the R7, this hasn't been obtained at the expense of rider comfort. There's no undue weight on your shoulders or arms, and 60 laps of Jerez with all the hard braking for its many second-gear turns didn't pump my arms up.

*Balance* - that's the word.

This in turn means the R7 steers like a 250cc GP bike - okay, a 500cc V-twin! It's really nimble and easy to change direction with, because it's slim-feeling and so well-balanced. Like the MV Agusta, this is a four with the agility of a twin that, because of the optimum weight distribution, has a front end that feels planted in both fast turns and slow - especially compared to, say, a Ducati, with the flawed weight balance of a 90-degree L-twin.

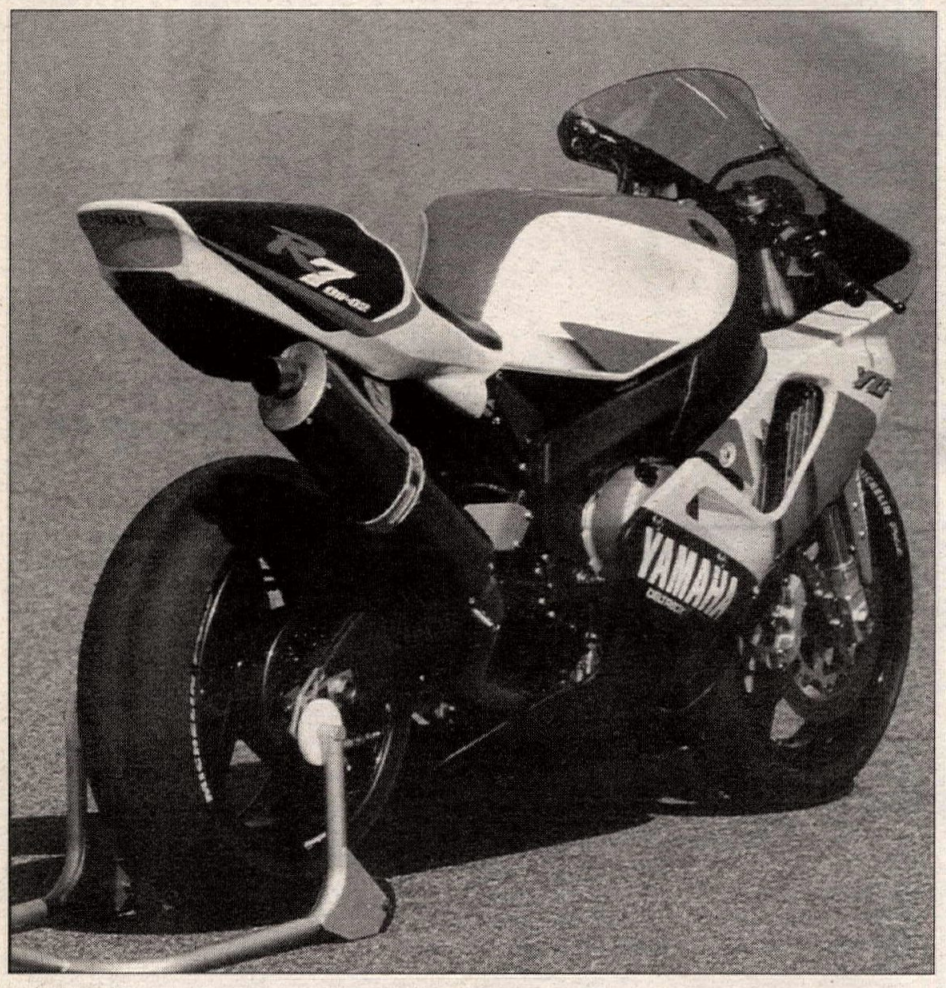
Turn-in is very neutral and you can carry huge amounts of corner speed, with the 43mm Ohlins forks and Michelin rubber working in tandem to give lots of feedback, as well as grip. The Yamaha factory Superbike has switched to Michelin rubber this season - a move replicated on the customer R7 - at Haga's request, says Vito Guareschi, even though his teammate has spent his career up to this point racing only on Dunlops.

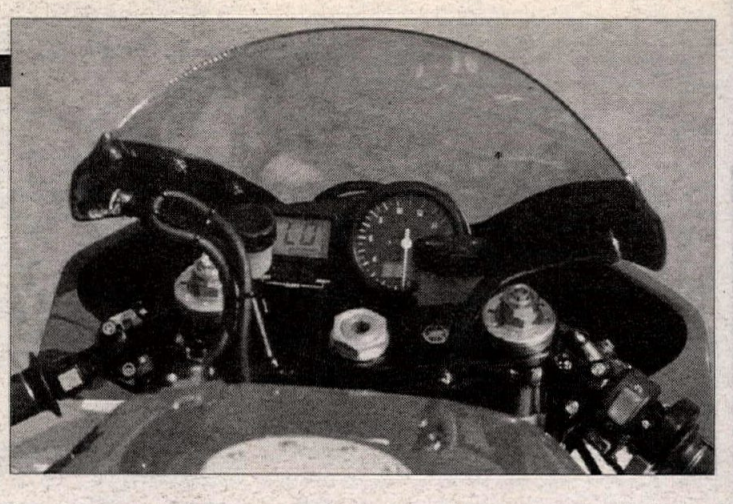
"We figure what works well with Honda and Ducati must be good for Yamaha, too, and especially so now that Dunlop has no 500cc GP spinoff," says Vito.

But back to the R7. It's a responsive bike, but not a nervous one, even with the quite radical stock geometry settings of a 22.8-degree head angle (adjustable in half-degree increments one degree either side) and 95mm of trail. The six-pot Nissin race-kit calipers (Yamaha's trademark one-piece four-pot Sumitomos on the street bike) work brilliantly well in stopping the bike. Sorry, Brembo users, but I'll say it again: These things are the business, brakewise - and have loads of feel and progressive response until you need to squeeze really hard and they just... stop.

However, there are two things to watch out for. First, don't misjudge your entry speed and have to take a bigger handful of brake midturn, or else the Yamaha will sit up sharply beneath you and push to the outside of the turn. This is a bike which rewards a smooth, flowing riding style. Rather than stuff it into the apex on the brakes, turn sharply and gun it out, getting the best out of the R7 will demand a more fluid approach. Also, though you can trail-brake the Yamaha deep into the apex of a turn with confidence, and it holds its line quite well, it can also get a bit squiggly under very hard braking, thanks to the weight transfer going from a full-open throttle in lower gears. This was a problem entering Jerez's tight turn-two right-hander, where it was easy to miss the apex if you got too out of shape, putting you on the wrong side of the road for the next, faster left.

Using the back brake first to load up the rear helps to counter the weight transfer and reduce this instability - but so too does buzzing the engine Ducati-



(Left) Just 50 examples of the R7 are coming to the States, 10 of which go directly to Yamaha USA's AMA Superbike team. (Right) Though designed to be street legal with proper switchgear and gauges, the R7 was designed as a race bike.

style on the backshift to take advantage of the slipper clutch fitted as standard, getting the maximum amount of engine braking available. Don't, however, do this too eagerly: I had the back wheel hopping into the tight turn at the end of the main straight at first, until I realized the nonadjustable setting of the back-torque limiter doesn't really like you to use more than 12 grand on the overrun. I suppose it's a way of reminding you that this is not a Desmo, so don't get too enthusiastic and tangle those valves. Your best plan is to brake hard first and offload some engine speed before downshifting.

The R7's well-braced swingarm follows the R1 format of being very long and pivoting close to the far-forward, high-set gearbox sprocket. Combined with the control of the multi-adjustable Ohlins shock, this delivers the excellent traction Yamaha claims for the design, with the possibility of varying the adjustable pivot height over a range of 8mm to maximize grip.

As the day got hotter at Jerez, the softer rear tire started to slide around a bit exiting turns. Going to the next-hardest compound knocked another second off my lap times, even though the loss of grip had been easy to control. The R7 seems very forgiving in its handling, as well as very stable - that word again! - if you spin the back wheel and have it hook up again suddenly.

It didn't send the bike into a weave when this happened, nor when I kept making the same mistake and turned too early into the second fast left on the circuit, a fourth-gear turn where backing off the gas to avoid running out of road only brought a loss of momentum, not a lack of stability. Eventually, I finally learned that to do the turn right, you have to run over the rough patch of pavement in the middle of the track. But here again, the R7 coped fine: no wobbles, no shakes, just planted.

Perhaps it's no coincidence that Miwa-san says the design of its Deltabox II chassis is largely derived from Yamaha's YZR500 GP bike's frame, generally accepted (even by its Honda rivals!) as the best-handling Grand Prix racer both now and for the past several years, especially in terms of torsional rigidity, total stiffness and weight distribution. Being so strongly based on that bike, it isn't surprising to find out that the R7 frame has extra sheeting compared to the R1, with no elbow cutouts as on the bigger bike, all for 100-percent increased stiffness over the R1's frame, and an incredible 240-percent stiffer than the old YZF750, all for quicker steering and more stable handling.

"I designed the R1 as a street bike," says Miwa, "but as some customers discovered, there is some compromise for racing - the chassis must be stiffer, to accept slick tires. On the R6, I always had in mind that this must be two bikes in one - it must be a racer, on treaded tires, as well as street bike. But on the R7, I always designed it as a racer. There is some compromise for the street, but this is secondary to the main purpose, which is to win races. So, though Yamaha staff give me the name of 'Mr. No Compromises,' on the R7 I made many compromises - but only for street use!"

Okay, great frame - but how about the engine? Well, though the design of the R7's motor (weighing 137.3 pounds, compared to the R1's 144.5) is all-new and the details refined, including the adoption of an integrated engine-management system incorporating EFI (not like the RC45 Honda's, which has separate fuel and ignition packages), it retains the 72 x 46mm dimensions of the old YZF750, as well as its 20-valve format, now with offset chain drive to the twin overhead camshafts.

That's also the same bore and stroke as the Suzuki GSX-R750, and like the works Suzuki I rode at the end of last season (though at that stage still in carbureted form), the Yamaha has an ultra-progressive rather than explosive power delivery even in race-kitted form, and doesn't rev as high as you might expect (the works Kawasaki screams to 15 grand). The soft-action rev-limiter kicks in at 14,300 rpm, with a blue light flashing on the dash 500 rpm below that to warn you that it's nearly time to shift gear.

When you do make that shift, after overcoming the disappointment of finding no power shifter at home (though the kit wiring loom is programmed to accept a KLS system), you realize the gearbox has a crisp, clean action and well-chosen ratios in standard form, though of course the cassette-type extractable cluster allows you to vary these at will - and more easily than on Suzuki's less-ideal layout.

The 45mm throttle bodies of the Nippondenso EFI each have twin injectors, one centrally located outside the air trumpet (the length of which can be varied according to the circuit, with a shorter race-kit option for more top-end performance), the other just after the throttle butterfly, with a clean shot at the three intake valves. Remapping the ECU is done by remote access using a switch box supplied with the race kit - no EPROM chips to swap - and in the form I rode it at Jerez, the engine was very clean-revving and responsive, with no compromises I could discover in the mapping, apart from the reason for the high, 1500-rpm idle. This is the fierce pickup from a closed throttle after entering a turn hard on the brakes. When you open the gas again, there's a sudden, jerky response which can unsettle the bike and even kick out the back wheel if you're not ready for it. Setting the idle high helps counter this, as does using a higher gear, but it's still not ideal and needs work. However, the R7 has a much cleaner power delivery than the old YZF, with its holes in the powerband that had the front wheel reaching for the sky out of slower turns when you gassed it up hard and the power kicked in.

The R7 will lift the wheel as you ride the torque curve out of a slow bend, but in general its power delivery is almost too nice and user-friendly by World Superbike standards, with a strong but progressive response. It pulls well from as low as 6000 revs, kicks in at 8000 and there's a strong, hard pull from just over 10,000 rpm all the way to the redline, with no fall-off in power. The reduced inertia of the stock titanium rods and valves, coupled with the lightweight tuftrided crank and forged 11.4:1 slipper pistons (still three-ring, though: Yamaha tried two-ring pieces, says Miwa, but oil consumption was too high) helps the engine pick up revs quite fast - better than the Suzuki, though not nearly yet in the Honda class.

On the other hand, it's not a sudden-action light-switch like the '98 Kawasaki, even if it doesn't have the ZX-7RR's appetite for revs, and the result is a torquey-feeling bike that the stopwatch confirms is faster around Jerez using a gear higher for many of the turns than you'd expect to with an in-line four.

It doesn't pay to buzz the engine, but to ride the torque curve instead. The downside to this is that there isn't yet the zap out of turns you need in the superbike class these days, nor the top-end power the R7 will surely need to be competitive at the top level - and I think that will only come with more revs, a reprogrammed map for the EFI, and maybe a higher compression as well as more-aggressive cam profiles, all to narrow the powerband and get the Yamaha punching out of turns like - well, like the Honda does.

At the moment, it feels too much like an ultimate road bike rather than a factory four-stroke GP racer - and believe me, that's what it takes to get into the winner's circle in World Superbike these days. The bottom line of all this is that the R7 shows huge promise for a bike at the outset of its career, especially one developed in such a short time. Miwa says he didn't start work on it until just over a year ago, after the R1 launch was done and dusted - which perhaps accounts for Yamaha running late on getting the one-off batch into production, given that the final specification had yet to be established at the time of the Intermot launch, and maybe even much later than that.

It's especially capable in terms of overall packaging and chassis layout, and has an engine with all the basics to make the bike a serious Superbike contender, at any level. If it doesn't have quite the mind-blowing, ground-breaking impact that the R1 delivered on its debut, that can be attributed to a variety of factors, chief of which is inevitably the fact that it follows in the tire tracks of its deservedly vaunted best-selling big sister in showing how to repackage an in-line four-cylinder sportbike - and remember, too, that further development will surely follow once the bike gets exposed to the white heat of competition. This is the first fuel-injected sportbike that Yamaha has ever made, itself a factor influencing the pace and span of development.

For although this is the most sophisticated motorcycle Yamaha says it's ever built, by the standards of the Superbike class, the tuning-fork company is only playing catch-up. The modern standards for a fuel-injected competition four-stroke at which Yamaha has to aim have been set not only by the Ducati/Aprilia twins, but also by Honda, with the soon-to-be-superseded RC45, and arguably even Suzuki with the TL1000R and fuel-injected GSX-R750.

Much to its credit, the company has taken up the challenge, and the R7 has a good shot at being a contender in its debut year on the race track - especially in uprated works-team form, and with Noriyuki Haga in the hot seat, it certainly has the final ingredient to do so.

But, to be frank, there's an ulterior motive for those of us on the other side of the fence to wish Yamaha and Haga-san well - because if the curry-loving cowboy of World Superbike racing succeeds in winning the World crown with the R7, Yamaha will find it hard to resist demands to build another batch of title-touting R7 street bikes to celebrate the fact. And that would be a Very Good Thing, because this is a bike that, cost notwithstanding, deserves to see more of the world than just the inside of a race circuit! CN

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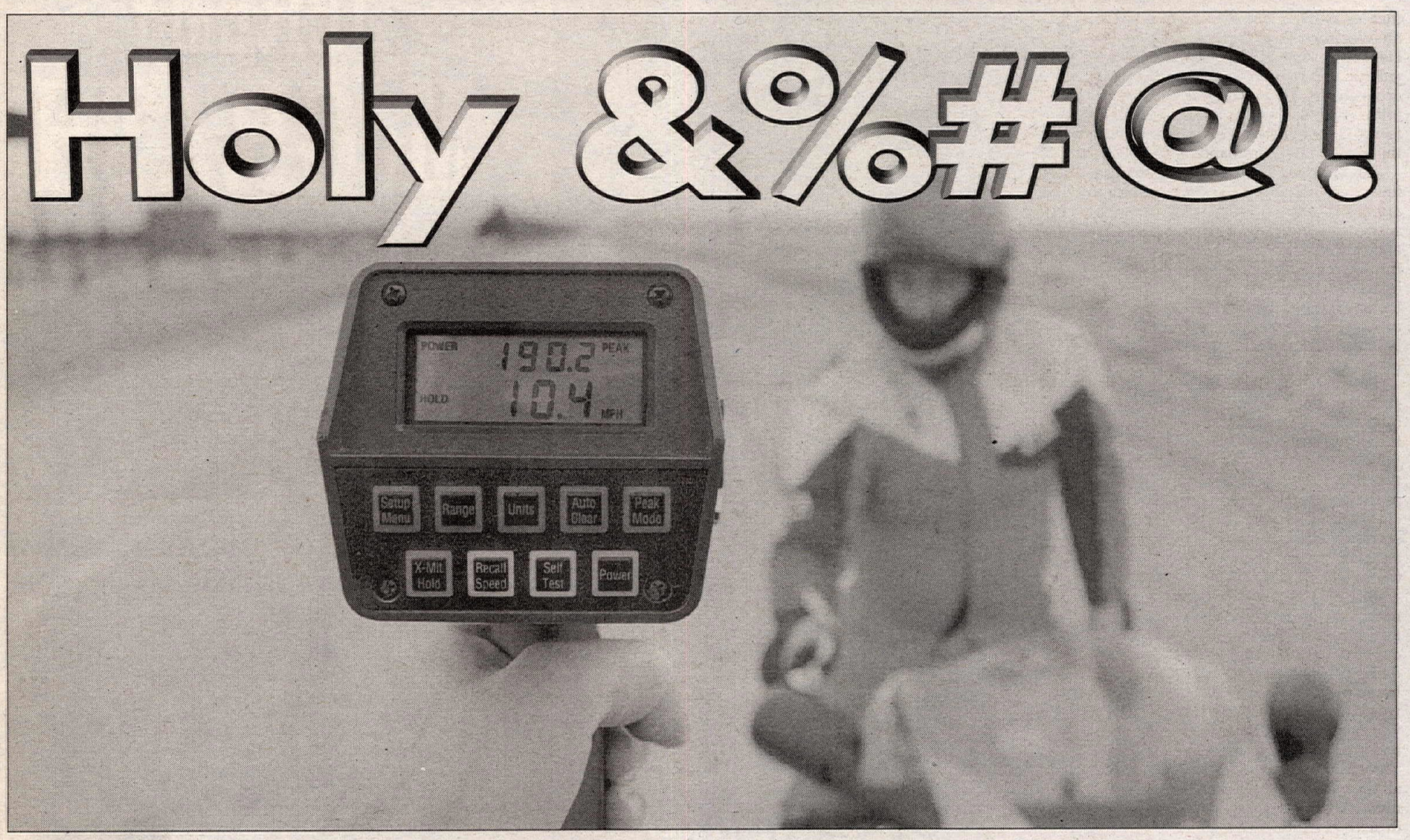



**By Mark Hoyer**
**Photos by Paul Carruthers and Hoyer**

This was supposed to be a comparison test. Turns out there isn't one. In terms of brute power and speed, the GSX1300R rips the nuts off of every other production bike in the world.

One always likes to be a bit cautious about making journalistic pronouncements after a riding press introduction for a new motorcycle. But it was pretty easy after riding the GSX1300R in Spain to know that this was a great leap forward. Yes, there's no doubt this thing leaps forward, greatly.

And now we know, in raw numbers, why this thing scared us so terribly.

It's as stock as your dad's Buick (and probably has more torque!), runs on 87-octane fuel, makes 158.9 hp and goes 190.3 mph. Yours for only ten-five. Yikes. Yep, docile as a lamb until you whip its ass...

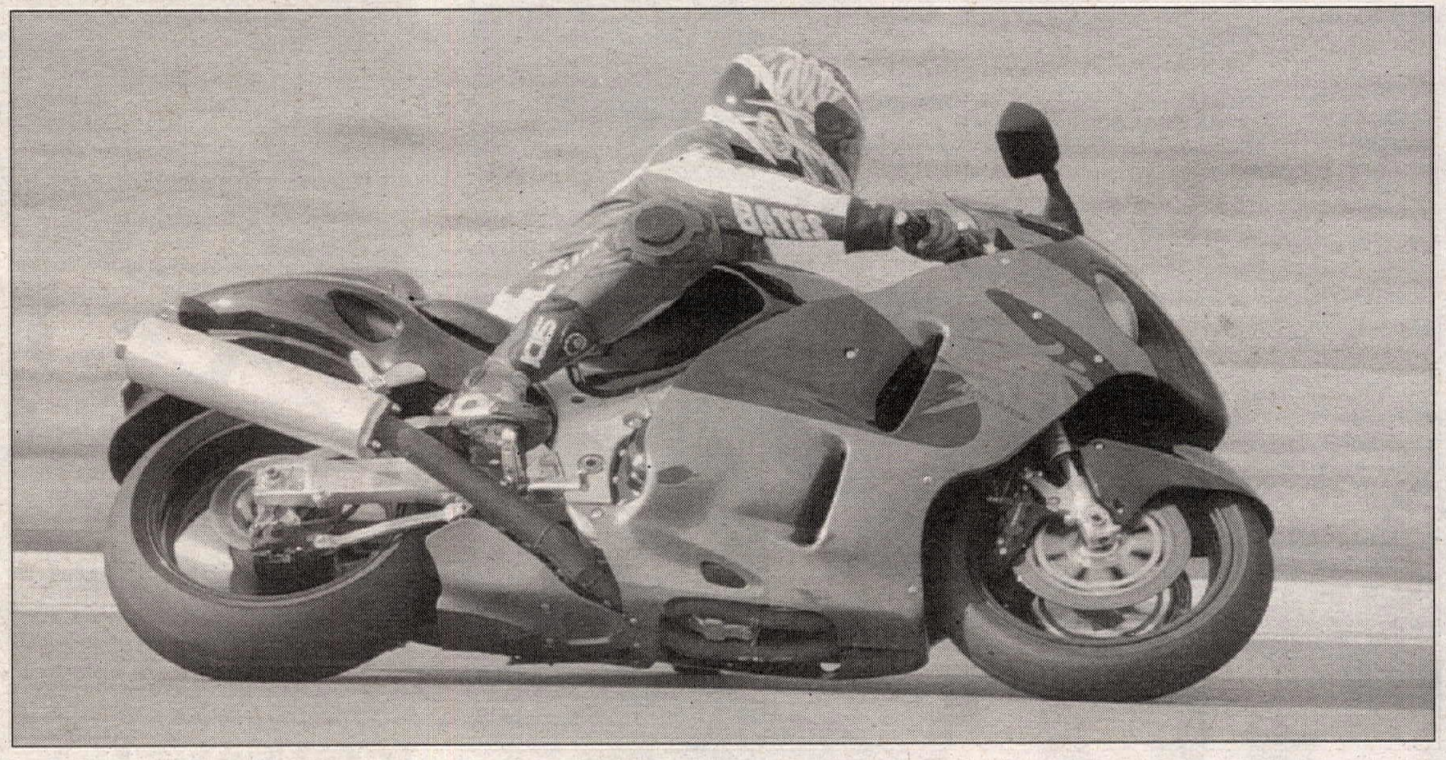
When we first decided to head to the high desert with the radar gun, we had intended to include the Kawasaki ZX-11 and Honda CBR1100XX. Turns out Kawasaki didn't want to let one of its bikes out to play, no doubt preferring to play its top-speed mega-horsepower card with the upcoming ZX-12, and so forcing us to rely on the published 176-mph top speed recorded after the bike's introduction. Then, after a couple of pulls on the White Brothers R&D Model 200 Dynojet dyno, on which the new fuel-injected CBR1100XX showed a 25-hp deficit to the 1300R, we had no choice but to leave the Blackbird in the roost. The Hayabusa has turned the CBR1100XX into a "nice bike." If you're looking for brute power, it's bye-bye Blackbird. (I formally apologize for that last phrase.)

There is so much power that there is a certain insouciance about riding around on this bike in normal use. It's odd. Riding the 1300R isn't necessarily more "fun" than riding, say, a 600, or any other motorcycle for that matter, but it is rather more intense. And though our time with the Hayabusa on American soil was brief (just eight days), that's definitely what it turned out to be: intense. But it was also easy.

This easiness starts with starting. The fuel-injection system functions in a place that is ahead of the other systems Suzuki has brought to market, running nearly flawlessly from cold starting all the way to a smoking-hot 190 mph. The only flaw is in its off/on throttle response. The fractional delay in engine response is only a minor annoyance on the street, even during aggressive backroads riding, but it hurts the bike on the track, where precise response at small throttle openings is so important when you are trying to settle down a fully-leaned-over 540-pound bike midcorner. It is compounded by the fact that the 1300R has so much power on tap, even at low revs.

How much? The Hayabusa's 1298cc in-line four knocks out a remarkable 70 ft.-lbs. at just 3000 rpm and 94 ft.-lbs. at 6000 rpm (the 998cc Yamaha R1, for instance has a *peak* torque figure of 75.8 ft.-lbs. at around 8500 revs). The 1300R's peak number is an earth-wrinkling 98.6 ft.-lbs. at 7000. With that much twist on tap, we sure would like it to come in a little smoother, because the overall character of the torque curve is excellent - it's at least as broad as Bill Clinton's definition of not having sexual relations.

Again, it wasn't a big deal on the street, either cutting through traffic or tearing up the side of a mountain. Once you waited your fraction of a second for the engine to acknowledge your request for acceleration, all was pure madness and bliss, in a blurry kinda way. The Hayabusa is total traffic superiority. So whether it's warping from corner to corner or blasting through holes in traffic,



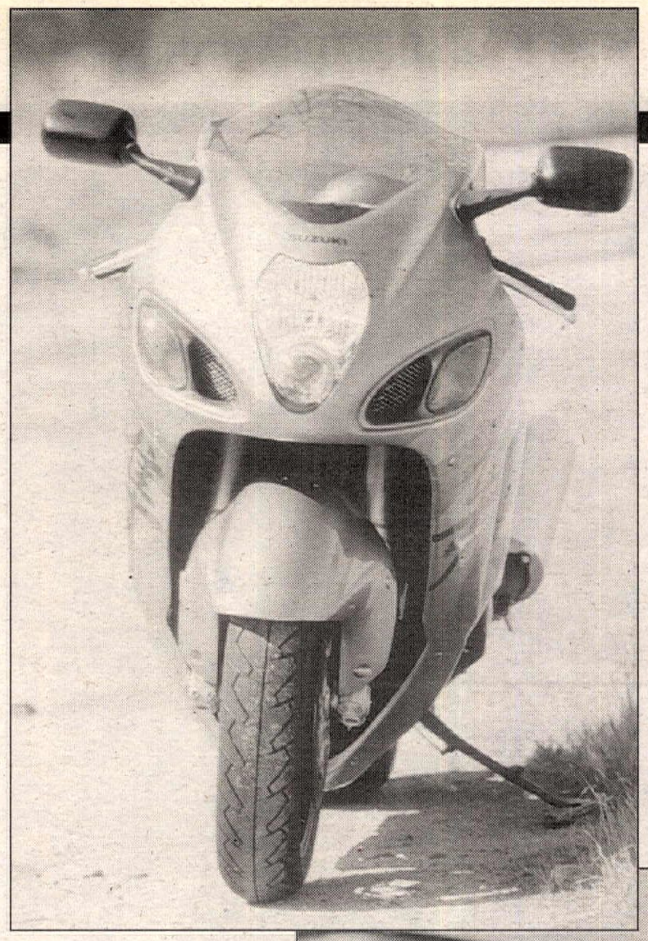
**(Top) There you have it: 190.2 mph. We had a better run (190.3), but one of our crack testers bumped the trigger. All the top-speed runs were within 1.1 mph of each other.**
**(Above) Although it's difficult to get over how incredibly the Hayabusa's engine performs, the chassis is fully up to the task of harnessing all that power.**

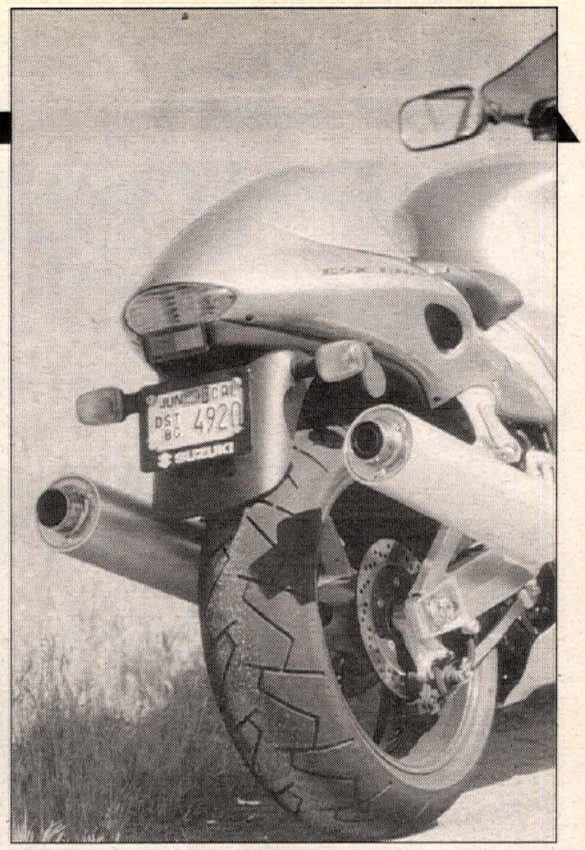
there is nothing but nothing that has an answer for the effortless leap of the Hayabusa. And if there is one aspect of riding a motorcycle that's the most accessible to the average Joe, it's acceleration. It doesn't take talent or skill to twist the throttle. (Trust me. Some things we know, firsthand...)

But the Hayabusa isn't just a straight-line cruise missle - it's nimble enough to appeal to lean-junkies, with excellent suspension and better ground clearance and quicker, lighter steering than you'll find on either the ZX-11 or CBR1100XX, as well as a lighter-weight feel than its looks would lead you to think. The price of the greater ground clearance is slightly less leg room than either of those two bikes.

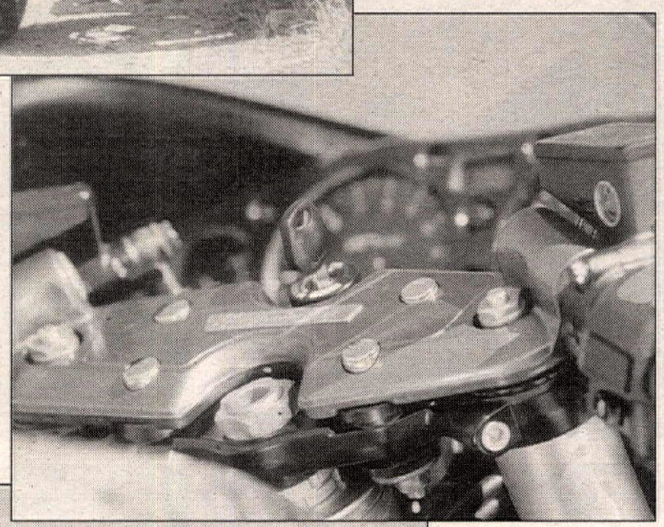
Steering is neutral, and chassis feel is such that it invites you to lean the thing over. When we rode the bike on the track, we were glad the Hayabusa was fitted with a steering damper. Transmitting that kind of power to the rear wheel as the fat, close-to-200mm-wide rear tire claws for traction and the front end starts to get light makes you think a steering damper is nothing but a good thing.

But on the street it hardly seemed necessary. In fact, one tester who does a fair share of commuting (140 miles a day!) thought he didn't like the steering damper much for the bike's feel while lane-splitting. However, most people wouldn't know the bike had one unless you told them. It was nice to know it had one for the top-speed tests, though. The Hayabusa's stability was excellent all the way to its peak, with nary a shimmy or shake on its way to near-redline in sixth gear. Remarkable.

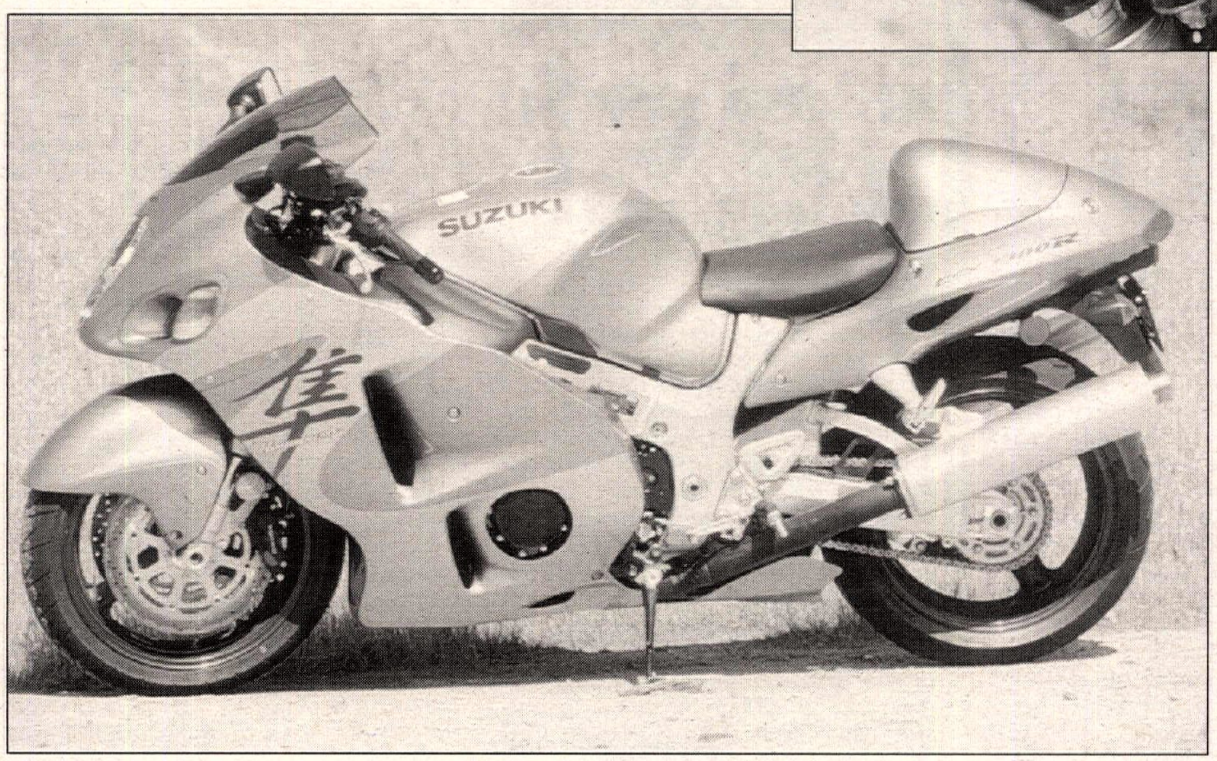




**(Left) Breathe deep the gathering zoom: The SRAD ram-air inlets are flanked by the turn signals, the lenses of which are designed to act as air scoops. (Right) The seat cowl can be removed to make way for a passenger seat. The rear tire, though marked a 190, is specially constructed to hold up to the rigors of "High Abuse" and is actually closer to 200mm in width.**



**(Right) To help isolate the rider from the engine vibration, the handlebars are mounted to a plate that is rubber-isolated from the actual top triple clamp.**

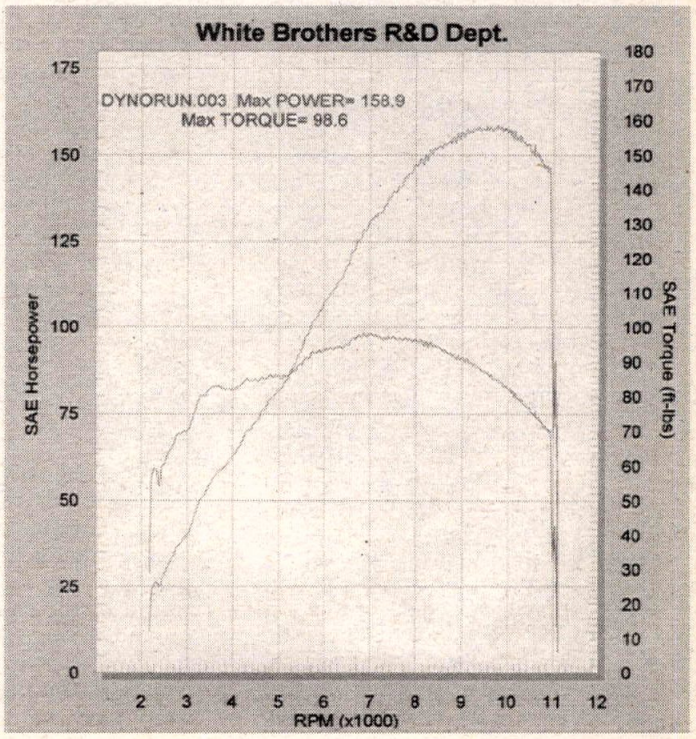



**(Left) The Hayabusa's unique shape is the result of extensive wind-tunnel testing.**

## 1999 Suzuki GSX1300R Hayabusa

### Specifications

| | |
|---|---|
| **Engine** | liquid-cooled, in-line four-cylinder |
| **Valve gear** | DOHC, 4 valves per cyl. |
| **Bore x stroke** | 81 x 63mm |
| **Displacement** | 1298cc |
| **Compression ratio** | 11.0:1 |
| **Carburetion** | Mikuni/Denso fuel injection |
| **Ignition** | Digital transistorized |
| **Horsepower** | 158.9 hp @ 9800 rpm |
| **Torque** | 98.6 ft.-lbs. @ 6900 |
| **Frame** | Twin-spar aluminum |
| **Wheelbase** | 58.5 in. |
| **Rake/trail** | 24.2°/97mm |
| **Seat height** | 31.7 in. |
| **Suspension** | |
| **Front** | 43mm fully adjustable inverted fork; 4.7 in. travel |
| **Rear** | Fully adjustable single piggyback-reservoir shock; 5.5 in. travel |
| **Tires** | |
| **Front** | 120/70ZR17 Bridgestone Battlax BT56F Radial |
| **Rear** | 190/50ZR17 Bridgestone Battlax BT56R Radial |
| **Brakes** | |
| **Front** | Dual 320mm discs w/six-piston calipers |
| **Rear** | Single 240mm w/opposed two-piston caliper |
| **Weight** | 520 lbs. (wet, no fuel) |
| **Fuel capacity** | 5.8 gal. |
| **Average fuel consumption** | 30 mpg |
| **Price** | $10,499 |




**(Right) The numbers speak for themselves: nearly 160 hp and 100 ft.-lbs. of torque. Nothing comes close.**

The gauge package is state of the art, offering dual digital LCD trip meters, as well as telling you your average fuel economy since the trip meter was reset, and expected fuel economy. The speedometer proved to be pretty accurate, reading 211 mph in sixth gear at 10,900 rpm on the best top-speed run, which translated into a real 190.3 mph on the Stalker radar gun. That's an error of about 10 percent, which ain't so bad at that end of the scale. And it's also got a clock, so you'll know how much time you're saving. The main complaint is that the gauges were hard to see because the swept-back aero windscreen blocks your line of sight.

In the end, complaints were few. We still encountered the same unpredictable engagement with the big, 150mm-diameter clutch that we had in our first outing on the bike, and the counter-balancer-equipped engine surprised us with the high-frequency vibes it produced, even with the rubber-isolated bars and rubber pads on the footpegs. And, well, that was it. The GSX1300R is a totally streetable package, a comfortable everyday machine that happens to be so fast it'll peel the paint off your helmet.

When Suzuki's presenting engineers said at the press introduction in Spain that they had designed a motorcycle that didn't fit in any category, we took their suggested "Ultimate Sport" moniker as just so much PR posturing.

Call it what you will, the Hayabusa is the new definition of performance. CN

Kawasaki's ZX-7RR took a step backward during the 1998 season.

# Second best

**By Alan Cathcart**
**Photos by Gus van Goethem and Kel Edge**

The 1998 season was not one that Kawasaki will want to remember. Not only did the ZX-7RR green screamies narrowly fail to regain their coveted World Endurance title, they also came off second best at the National level, as runners-up in the AMA and British Superbike series, though they narrowly retained their Aussie crown, thanks to Marty Craggill.

But, most disappointing of all, Akira Yanagawa and new recruit Neil Hodgson, on the factory bikes, failed to live up to their preseason pretensions as dark horses for success in the World Superbike Championship, where by the end of '97 Harald Eckl's German-based works Kawasaki team seemed to have gotten the measure of turning the ultra-short-stroke ZX-7RR into a true contender for top honors.

Remember, it was only thanks to kamikaze John Kocinski that Simon Crafar was denied victory aboard his Eckl Kawasaki in the final race of that year at Sentul, before departing for pastures new in 500cc GP racing. His replacement, Neil Hodgson, must have been convinced he had made a smart move by joining a team on the upward swing.

Sadly for Neil, as well as for Kawasaki fans around the world, that's not the way it turned out. With Yanagawa setting a blistering pace in preseason testing at Shah Alam on an evolution version of the '97 bike, the Eckl team's confidence was sky-high as they moved to Phillip Island for a final session of testing, followed a week later by the first round of the '98 World Series. That's when it all started to go wrong, though. The new '98 bikes delivered to the Island were nowhere near as effective as the ones they replaced: Kawasaki had flattered to deceive.

Seven fifth places for Akira later, the second-half-season action moved on to Laguna Seca, without the Kawasakis ever having shone as expected, Hodgson's fourth place at Monza being the closest they had gotten to the rostrum with a bike that was proving to be a shadow of its former self.

It wasn't just a question of failing to keep up with the opposition - they often weren't even matching their own '97 lap times, either. But at Laguna Seca, things seemed to click, with Akira passing AMA National Champion Doug Chandler's Muzzy Kawasaki for second place behind a cruising Corser in race one, before a freak accident saw the two bikes collide, leaving Yanagawa seriously injured.

Yet, amazingly, the popular Japanese rider made a gritty comeback just two rounds later in Austria, clocking up his best results of the season there with a pair of fourth places. Then, in the final round of the championship on home ground at Sugo, Akira ran at the front of the field all weekend long, clocking up fourth in the first race and - at last - Kawasaki's first (and only) rostrum finish of the season, with second place in the last race of the year.

All things considered, perhaps seventh in the final points standings wasn't too bad - but not only was this one place behind his keen compatriot rival Haga on the neo-vintage Yamaha, it was also a long way short of what both the Kawasaki team and WSC observers had been expecting at the front end of the season - me included.

After riding Yanagawa's ZX-7RR at Sentul a couple of days after the end of the '97 season, I'd been so impressed with the bike - as well as Akira-san's development as a World-class rider - I'd gone and tipped him in print as an outside chance to beat Troy, Frankie, Carl and Aaron for the '98 title. Hah!

Glad I didn't bet my shirt on that one. However, having done so made me look forward all the more to finding out for myself where Kawasaki's R&D had gone astray, by riding Yanagawa's bike at Assen the day after he'd finished a so-so sixth and seventh in the two Dutch rounds.

Some questions needed to be addressed. It didn't take long to answer them, though - just a single warmup lap to dial myself in to riding the Kawi half an hour after stepping off Jamie Whitham's works Suzuki, in fact.

Starting my first flying lap, I braked hard into the short Assen circuit's tight Nationale-Bocht turn one, picked the Zee-bike up to use the fat part of the rear 16.5-inch Dunlop to get good drive on the exit, cracked the throttle open quite cautiously - well, it was my first proper lap, remember - then found myself having to cope with a vicious rear-wheel slide on the off-camber tarmac. Tut, tut, A.C. - get those tires cooking before you try to be a hero. However, one lap later, exiting the chicane, it turned out that's not the problem, with a repeat dose of wheelspin delivered by the vivid-action throttle response.

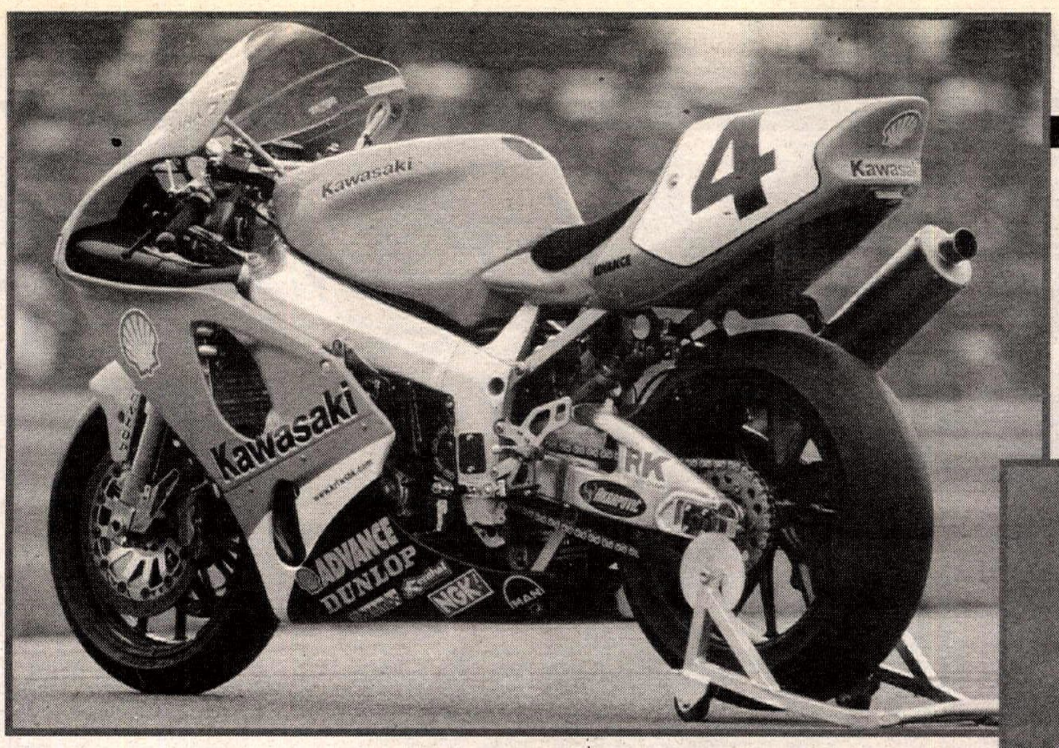
This is a green-tinted leopard that changed its spots. Big time. When I rode Akira-san's ZX-7RR at Sentul one year before, it was a couple of days after testing the title-winning Castrol Hondas on the same circuit. What had impressed me so much about the Kawasaki then was the way it handled, thanks to its long, low-slung chassis layout - changing direction as easily as any twin, shrugging off bumps and holding a line under power perfectly, maxing out the good, controllable grip of the rear Dunlop.

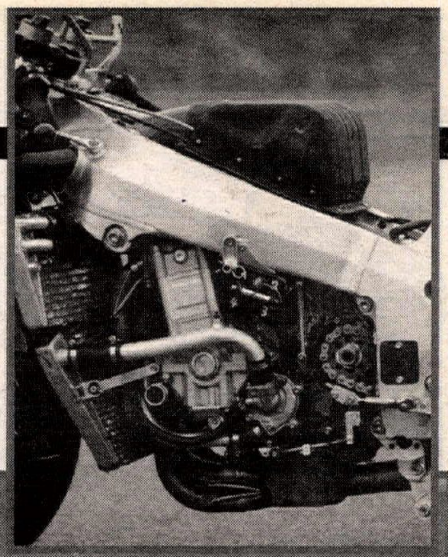
And though Kawasaki had improved low-end and midrange pickup of the ultra-short-stroke engine - at 73 x 44.7mm, by some way the shortest in the Superbike paddock - as well as increasing top-end power to over 165 bhp, they had improved its overall performance considerably over its lackluster debut season the year before (when only the genius of Anthony Gobert could make it a race winner), yet without sacrificing ridability. The Kawasaki picked up revs fast en route to the 14,500-rpm power peak, yet didn't unhook the rear wheel when you got on the gas exiting a low- or medium-speed turn.

Only, now, it does. The remaining chink in the Z-bike's armor which Kawasaki engineers obviously tried to address this season was something I'd commented on at Sentul when comparing it to the Hondas I'd been riding just beforehand: that missing zap out of a turn when you get back on the throttle to dial up some drive. Yet in trying to deliver that for '98 via new camshafts (still gear-driven, not chain), a higher compression ratio, a revised ignition and a modified, lighter crankshaft, Kawasaki ended up taking away more than they gave.

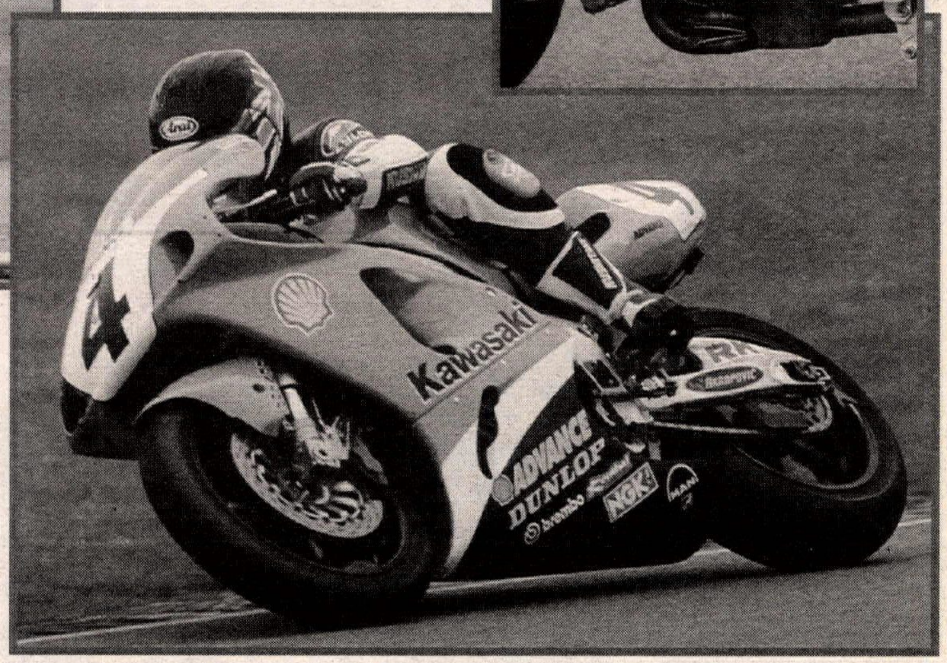
In delivering considerably improved pickup at low rpm and more-explosive acceleration, they did so at the expense of a light-switch throttle response. That has you spinning the rear wheel in second- and third-gear turns, makes getting even partially on the gas again from a closed throttle a potential hurdle to negotiate instead of a treat in store when you twist that wrist, and provokes problems of hooking up the rear end to get drive out of a turn, which didn't exist before.

It also makes you glad that the Kawasaki wears more-forgiving Dunlop rubber rather than Michelins, which either grip or don't, and it also gives rise to stability problems exiting a turn hard on the power, if you don't have the suspension perfectly dialed in. This is a tough bike to set up properly, says Eckl - and a hard one to ride. For in '98 guise, the Kawasaki has jettisoned the smooth, progressive pickup from way low in slower turns that its predecessor had, before the needle starts to scoot quicker around the dial once you hit the 11-grand mark. Now, there's nobody home below 8000 rpm, at which mark the power arrives in a great rush, with instant pickup at any point above there in the powerband, when you open the throttle again exiting a turn. So, while



(Left) The team tried hard to harness the newfound but abrupt power with a myriad of chassis tweaks. (Below) Though they worked hard to get it right, traction exiting corners suffered on the 1998 machine. (Right) The World Superbike Kawasaki is the only factory machine that will be running carburetors in 1999.




there's a wider spread of strong power than there was before, with more on tap down low, it's only at the expense of a jerky throttle response and vivid power delivery which takes some getting used to, and delivers real problems of rear-wheel grip.

Still, the engine also revs out a little more, with the limiter cutting in 200 rpm higher than before, at 14,700 revs, and there's a little more top-end power as a result, too, just easing through the 170 bhp barrier - though the 15,000 rpm version presented for preseason Phillip Island testing, which started to make proper use at last of the short-stroke engine configuration, had to be reined in a little, for reliability reasons.

But though Kawasaki concentrated on improving acceleration for '98, the fact is that the Honda still allows you to get hard on the gas five yards earlier exiting a turn than the green bikes can, and it's perhaps that rather than outright power which gives the RC45 its crucial edge in acceleration - that, and the fact that the Honda's extractable gearbox allows them to dial in ideal ratios for each circuit, and thus maximize acceleration: a GP-derived luxury that the Kawasaki doesn't have. The GP-pattern speed-shifter on Akira's bike is positive and precise, by the way, though slightly notchy - and there's no chance you'll miss the change-up point, thanks to the junior searchlight mounted on the dash that flashes in your face each time the tacho needle hits the 13,800-rev mark. It's an effective wake-up call, just in case your attention was diverted to trying to persuade the back tire to stay in line...

"I have to say we were very surprised with the bikes that awaited us at Phillip Island," admits Harald Eckl. "Though the chassis was identical to '97, apart from the new Ohlins suspension, and the engine just a little better, we didn't recognize our bikes from before. Setup was extremely difficult to achieve, and we had real difficulty with grip, plus the bike was hard to ride. Thinking the problem was the new suspension, we switched back to '97-spec Ohlins - but it was just the same. Okay - so now we try new frames, the same as always but just fresh ones - still no improvement. So now we have only tires and engine left. Dunlop gave us old-spec tires, which we ran on '97 settings - still the same. So, seems it's the engine - and the only major changes were in order to improve acceleration. But, in doing so, we made the bike much harder to set up and ride."

This reverse R&D illustrates not only how vital it is to focus on developing the bike as an entire package, rather than various elements individually, it also underlines the difficulties that doing so entails for the Big Four manufacturers in the Superbike class, where for homologation reasons they can't alter their chassis designs to dial out such problems in the same way that, say, Ducati can with a much smaller homologation threshold - 150 bikes, rather than 500 for the Japanese. It's a powerful argument for having a common (low) threshold for all makers, big or small, especially with the imminent arrival of the kit-bike regulations in 2001, though Kawasaki's chosen policy of declining to build homologation specials like the RC45 and R7/OW02 - or any Ducati Superbike, or the RSV1000SP - but to race a developed version of their production road bike, predates this by some years.

Mind you, I'm not sure how easy it'd be to harness the Kawasaki's brusque power delivery and abrupt throttle response with a revised frame - any more than it's feasible to pull back Honda's five-yard jump-start out of turns just by cooking up a peakier power delivery. The Honda works as well as it does thanks to a combination of engine tuning, electronic fuel injection and engine-management mapping, and chassis development, all combining to create that crucial zap that leaves the similarly equipped Ducati only slightly disadvantaged, the Kawasaki the best of the carbureted rest, and then the Suzuki and Yamaha trailing in its wake.

But can Kawasaki bridge the gap without going the fuel-injection route themselves? As beautifully set up and hyper-resonsive as their 41mm Keihin FCR flat-slides are, and as multi-programmable as the digital CDI is, the fact is that in 1999 the Kawasaki will now be the only factory Superbike still running on carbs. Hmmm.

Chassiswise, the bike was almost unaltered from '97, which means it still steers and turns in more easily than any other four-cylinder in-line contender, though it wasn't quite as nimble changing from side to side in the Assen chicane as I remember from a year ago. Part of this may be thanks to the more ungainly-feeling riding position it seems Akira has adopted, with his traditional steeply dropped 125cc GP-type clip-ons mated to a jacked-up rear end and further-forward seating stance, all presumably with the aim of not only loading up the front wheel in turns but also to give enhanced weight transfer under acceleration, so as to dial up some extra grip.

The Kawasaki seems low, but also broad and even fat, thanks to the twin air intakes in the broad fairing nose, either side of the number plate - while the new windscreen fitted for '98 that gives 3 mph more top speed also adds to the low-slung feel of the bike.

This distinctive architecture, combined with the curious riding position, means riding the ZX-7RR takes quite a bit of getting used to, especially so soon after riding the more compact-feeling Suzuki, which, with its lower rear ride height, seems better balanced as a package. It also has much better traction than the Kawasaki - but also less power and a lot less explosive a delivery, making it also less competitive.

The Suzuki is where the Kawi was a year ago - but the way the green screamie has moved on since then underlines the hurdle confronting the GSX-R750. Except, in '99, the Suzuki will be racing with fuel injection fitted...

Though it wasn't the cause of the bike's handling problems, Eckl says the new '98 Ohlins suspension took a long time to dial in, especially as the team was experimenting with different swingarm-pivot positions, suspension links, springs and ride heights as well as shock settings, all in pursuit of the missing grip.

But swingarm length and thus wheelbase stayed the same all year (though there were alternative swingarms with less stiffness, promoting controlled flex for improved feel), and eventually they found a setup that allowed the riders to live with the problems caused by the power delivery, and Assen's banked turns meant maintaining momentum was a chosen option that masked the difficulties the fierce pickup produced. Only in the two slowest turns - the chicane and turn one - was it a major hang-up; otherwise the Kawasaki felt capable and controlled.

Still, even exiting the tighter sweepers on the far side of the circuit, I could provoke the rear Dunlop into taking a walk as I got back hard on the throttle for the short squirt to the next turn, and after restarting my heartbeat the first couple of times this happened, I actually got progressively more used to it.

Okay, the controllable slides permitted by the Japanese-made KR133 (the team used grippier, British-built KR108s as well, on occasion) meant this didn't become a problem at my speeds, but hookup must have been hard for Akira and Neil at race pace, perhaps reflected in their disappointing results the day before. Still, one area the bike really starred in was under braking - it stops well and it's ultrastable (in spite of Akira's neo-GP-type setup), with a nice, progressive feel from the lever, just like the Brembos of old.

That's because these *are* the Brembos of old. Kawasaki's riders rejected the new-for-'98 four-pad calipers on the grounds that they had too snatchy a bite, preferring instead to rely on these '97-spec two-pad items, which have the added benefit of not locking on in turns, a problem both the Honda and Ducati teams complained of all season.

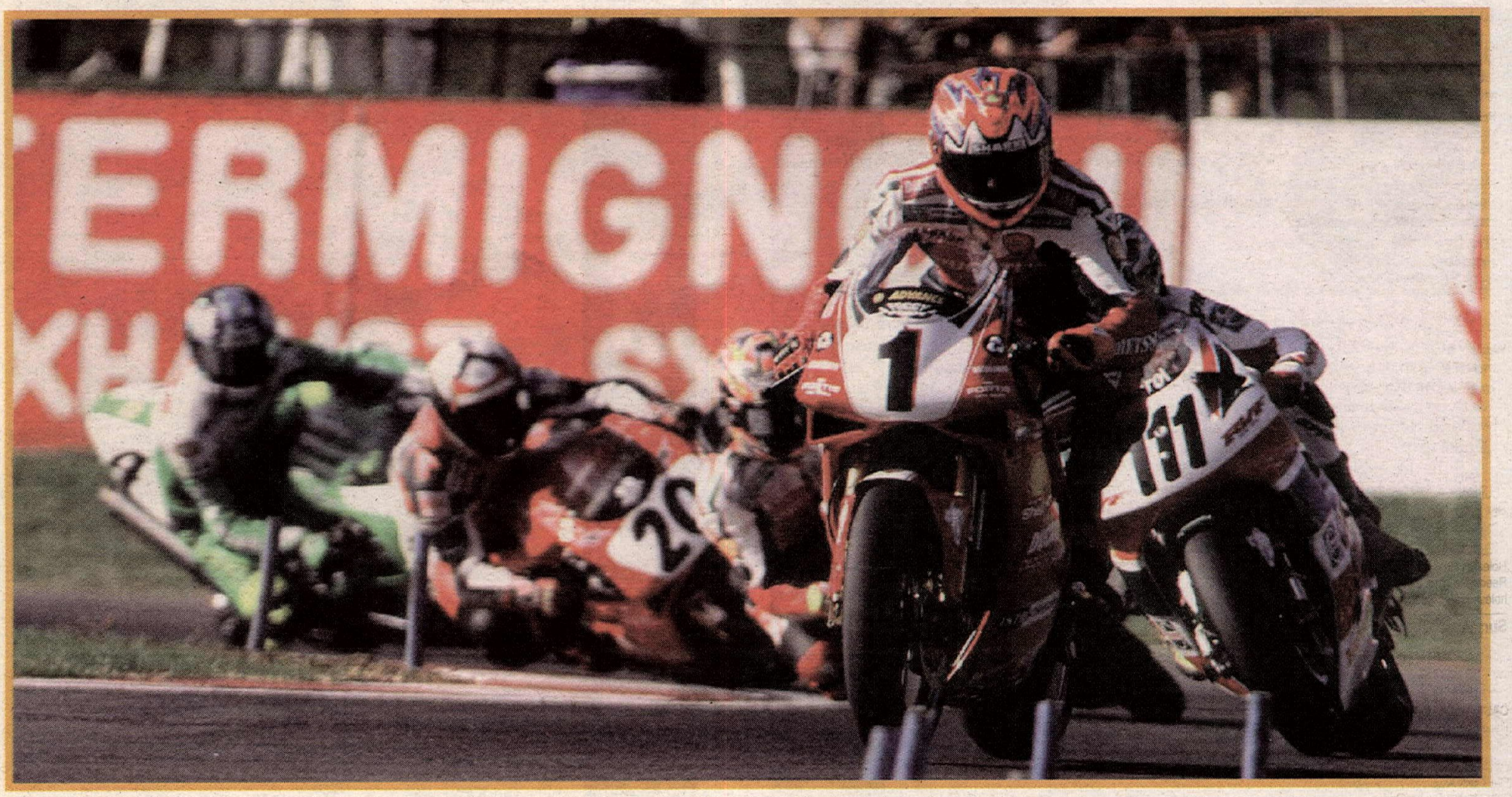
With the extra engine braking offered by the slipper clutch (still an oil-bath wet number, though: no sign of the dry one yet), the ZX-7RR stops really well, and the longish 55.9-inch wheelbase helps keep the back wheel from popping up in the air when you do so, thus enhancing stability on turn-in. Nice chassis - shame about the engine changes...

However, Harald Eckl is too smart a team manager to make the same mistake twice - which perhaps accounts for the fact that Akira Yanagawa and his new teammate Gregorio Lavilla have been wearing a groove in the Jerez tarmac ever since the end of the '98 season.

"My plan is to do much more preseason testing during the winter time, first in Europe then further afield, in order to get the bike properly sorted out," he told me in Assen. "For sure, we will not come with a new bike to the first event next season, and while the changes we will make to the chassis and engine for 1999 are not big ones, they are logical, and will be fully proven well before the start of the season. This will also allow the riders to be completely familiar with the bikes in every respect before the first race. We and the Kawasaki factory were very disappointed with the way things turned out in 1998 - but we know what went wrong, and believe we can adjust it."

Judging by the impressive front-row 500cc GP times Lavilla and Yanagawa have been carving out on their Superbikes at Jerez in the off-season, that confidence isn't misplaced. Expect the Green Meanies to become even meaner in '99: Second best is not what they intend to stay. CN

# Good as Gold




By Gordon Ritchie
Photos by Gold & Goose

KYALAMI, SOUTH AFRICA, MAR. 28

Carl Fogarty's reputation as the master of World Superbike racing was underlined in emphatic fashion from the green light to the flag in both races in the series opener in Kyalami. His victory in the second race was his 50th World Superbike success and another landmark for the series.

Fogarty's celebrations were somewhat subdued, however, after the official announcement that local wild-card rider Brett MacLeod had been fatally injured in the earlier Supersport event.

Despite the all-pervading gloom of this sad news, Fogarty also left the tortuously sweeping and twisty South African circuit with a new lap record of 1:43.477 and a blissful ignorance of why he was quite so fast compared to the best efforts of some of the greatest four-stroke riders in the world.

"I felt that the second race was going to be a lot harder than the first, but it actually felt easier," Fogarty said. "I was sliding around a lot but still managing to pull away. Within six laps I had started to rev the bike a little less to save the engine and the tires."

Fogarty's bike has undergone a slow process of growing backward in the winter tests, with 42mm Ohlins forks the most obvious of changes, returning Fogarty to a bike that feels like his favorite 1995 model.

"I haven't experienced anything like this for three or four years," he said. "Maybe this is the 1995 season all over again. I'm getting the bike to start to do exactly what I want again, and if I can get the bike to go where I want, I will win races."

No one came close to Fogarty in either race, and despite his brave words, the dejection of two race defeats was written all over the face of his teammate, Troy Corser. Even after being easily the most comfortable qualifier in Superpole once more (equaling Fogarty and Doug Polen's record in the process), Corser - and the rest - were in a different race today.

"Carl was too far in front of me today to worry about," Corser said. "(Noriyuki) Haga balked me a bit in the first race and that stopped me getting any clos-

**(Above) Carl Fogarty (1) leads Aaron Slight (111), Troy Corser (11), Doriano Romboni (20) and Akira Yanagawa (4) through the chicane during the second race of the World Superbike opener in Kyalami, South Africa.**
**(Below) World Champion Carl Fogarty surprised even himself with two easy victories on his factory Ducati.**

er. We had different tires on today, and that was pretty much all it came down to."

Fogarty has shown an uncharacteristic degree of speed in off-season testing, and he carried that good form into his hated Superpole, finishing second only to the master of the discipline, Corser.

Both Ducati Performance riders and the Castrol Honda pairing of Aaron Slight and Colin Edwards II have been virtually unstoppable in preseason testing, a situation which carried on virtually all weekend. Only Pier-Francesco Chili penetrated the Ducati/Honda defenses in practice, and only the talented Noriyuki Haga could repeat this feat in a race, with a hard-fought fourth in the first race - so hard-fought that Haga crashed while attacking Slight in typically abandoned style in race two.

Slight himself was pleased with third in race one, and more pleased with second in race two after overhauling Corser, who was struggling with a tire that had spun on the rim.

"We did touch, but I went to see him afterwards and there were no hard feelings."

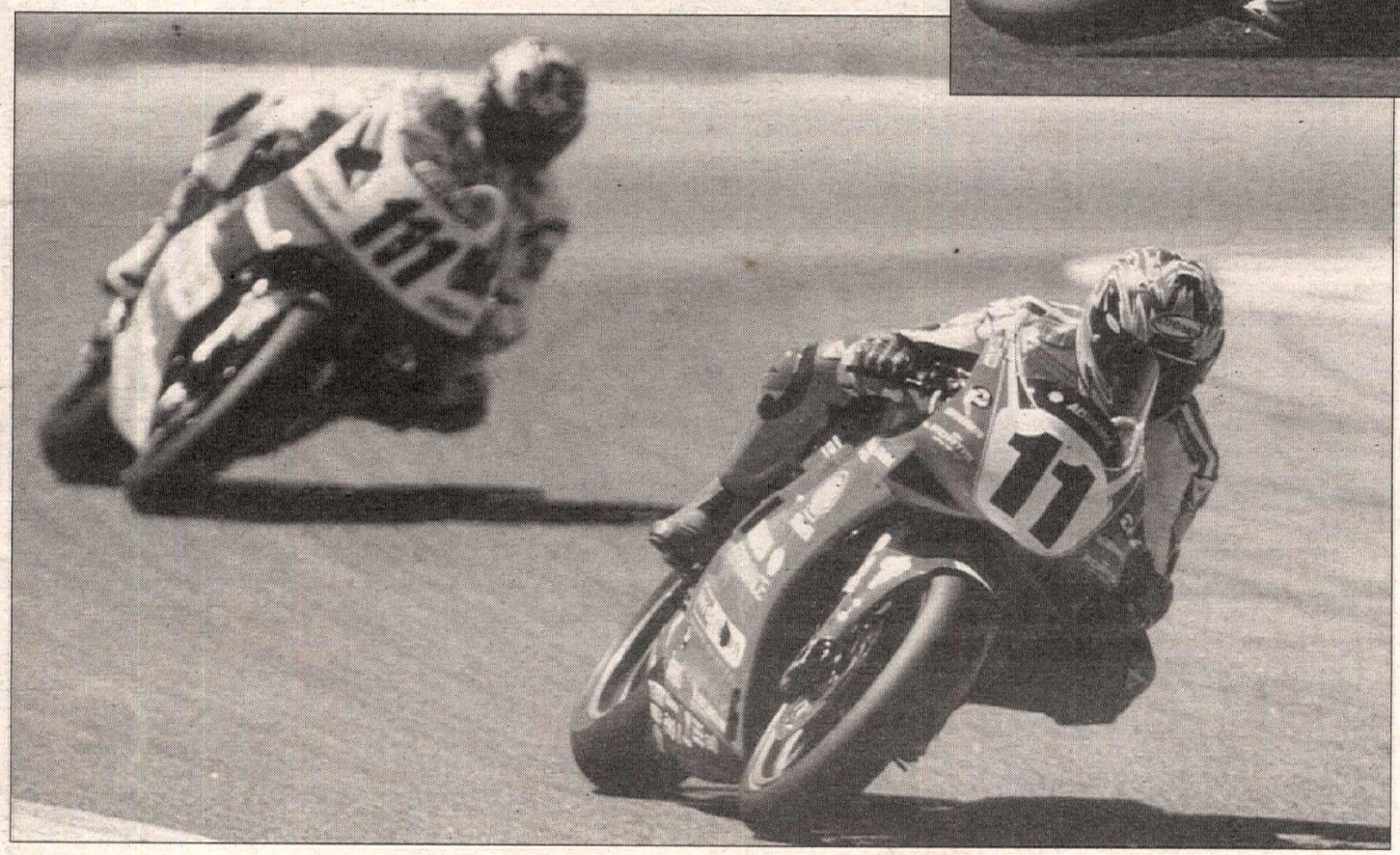
Haga's teammate, superbike rookie Vittoriano Guareschi, had a hard induction into the 750cc club with 12th and 13th places.

"The main thing I learned this weekend is that a good start is very important and makes a big difference," he said.

Handling problems were the main concern of new Team Eckl Kawasaki works rider Gregorio Lavilla, who manfully wrestled his disobedient Kawasaki around Kyalami's unique geography to end the day sixth in the table, one place behind longtime Kawasaki rider Akira Yanagawa. The Japanese rider's brace of top-six finishes seemed to be based more on hard riding than good setup.

"I have to trust that the front end will grip when I try to ride hard," he said.

All the Dunlop runners seemed hampered by the British rubber's hot-weather performance at Kyalami, prompting



**(Above) Noriyuki Haga (41) crashes right in front of Aaron Slight (111) in the second race. Haga was impressive on the new Yamaha, finishing fourth in the first race and crashing out of second place in the second race.**
**(Left) Troy Corser (11) and Aaron Slight (111) were this close for most of the day. The pair split second-place finishes in the two races and left tied for second in the series point standings.**

Edwards was lucky to compete at all, never mind set the fastest lap and new record in race one (a temporary mark of 1:43.800) while riding with a badly bruised shoulder.

"The first 10 laps were all right, but the pain meant I could only do two fast laps, two slow laps and so on," Edwards said. "I'm not upset about today. Otherwise, I feel awesome this year after the winter tests."

A race weekend which promised much for the newly founded superbike arm of the Belgian Alstare Suzuki team delivered only a seventh and an eighth place for Chili, with new World Superbike boy Katsuaki Fujiwara adrift of the regular fast men in 10th and 11th.

"We knew that it was going to be hard to replicate our practice lap times," said a team spokesman, "and that's how it turned out to be."

The most potent threat to the unholy Ducati/Honda alliance came from the ever-unpredictable Haga, compensating for what (seemingly few) deficiencies his all-new R7 may have had in his time-honored fashion - with a wide-open throttle and a total disregard for his own well-being.

"I had a bit of a coming together with Aaron Slight at one point," Haga said.

one forthright works rider to state that, "Dunlop are just off the pace - no other explanation for it, is there?"

The all-new Aprilia works effort - a convenient marriage of the longstanding De Cecco team and Aprilia's GP experience - had one down and one up come Sunday, but Peter Goddard demonstrated that the bike has got genuine ability by mixing at the front of the second gaggle of works men in race two after crashing early on in the first race.

A solid seventh in race two for Goddard, ahead of Chili and Fujiwara, was proof that there can be more than one competitive Italian V-twin this season.

"I really didn't do too much wrong in the first race," Goddard said. "I didn't allow for the hot temperature and the lack of grip, but it was good to finish the second race and get one under the belt. I would have liked two, but it obviously wasn't to be. The bike was good, but we still have some work to do. It was a little bit slower than the Kawasakis I was battling with, but the good thing about it is that being a V-twin, it doesn't spin the tire so much when it comes off the corners."

The Aprilia factory was desperate to show its newest bike is up to the job, and, with more development, it looks like it could be.

"The chassis is pretty good; we've got some work to do on the motor, but I think we can go to Australia a little bit inspired by this performance," Goddard said.

The Bertocchi/Gerin team's Robert Ulm may not have quite kept pace with the works Kawasaki men, but he made an instant reputation for himself by not only qualifying for Superpole on his first privateer attempt, but beating the likes of Guareschi and Fujiwara.

"I think for the first time on slick tires and the first time to do two 25-lap races, we did well," Ulm said. "I rode conservatively to make sure I finished both races."

It was a torrid introduction to World Superbike for Doriano Romboni, fighting off tremendous pain in his throttle hand from a practice crash and yet finishing well in the points on Sunday. Naked aggression has always been Romboni's trademark, leaving his GP career littered with injuries, and it seems his World Superbike career is starting out the same way.

A similar situation confronted South African rider Lance Isaacs on his Team Ducati NCR. The new World Superbike regular overcame severe injury in his hand after a street-bike crash the week before to post a pair of gritty 14ths, which got the home crowd's cheers echoing around the magnificent amphitheater formed by Kyalami's hills.

### RACE ONE

Fogarty's holeshot in race one had the surprising number of Brits in attendance at Kyalami roaring approval as he led Corser, Haga, Edwards and Slight into the ultrafast sweeper of turn one. New boy Romboni showed strongly in the early stages before quickly dropping back to his eventual ninth-place finish on lap three, failing to blot out the pain of his injured hand.

Aprilia's introduction to the heat of World Superbike battle was short-lived, with Goddard crashing at the entrance to the chicane on lap three while lying 10th.

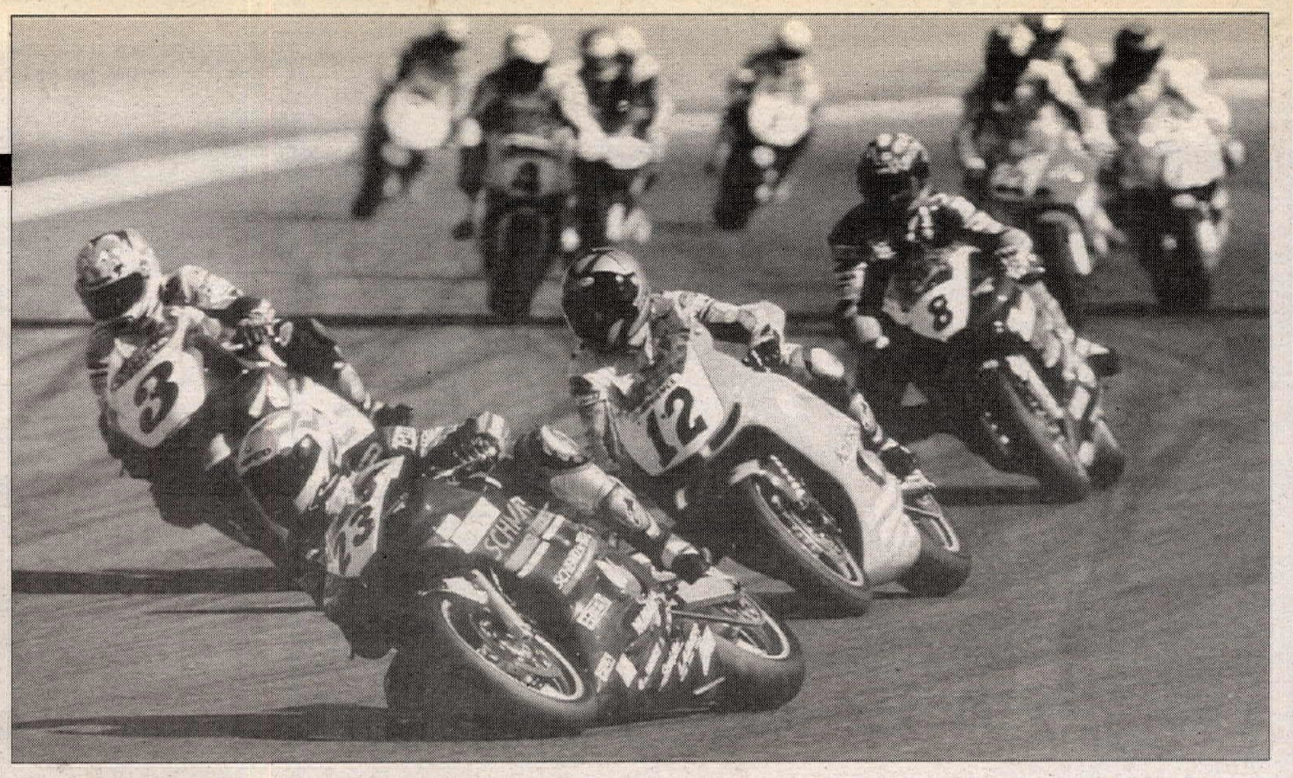
The quirky nature of Kyalami makes for very difficult passing maneuvers, and other than a few early skirmishes, the race itself was as processional as any in World Superbike history.

Slight was a notable early improver, moving from the fifth place he held for five laps to third in the space of two laps, first overhauling his injured teammate Edwards and then R7 debut rider Haga at the bottom of the Vodacom bowl.

The leading pack of four - Fogarty, Corser, Slight and Haga - had gapped their pursuers by four seconds at that stage.

By lap five, Fogarty had pulled a small amount on the pursuing Corser (who by that time had disposed of Haga) with his head-down, throttle-open style working as well as ever.

By lap 11, the front four were spread out in uncharacteristic fashion, with Foggy three seconds up on Corser, who was in turn a second up on Slight, himself two seconds up on the fading Haga.



(Above) The debut of the World Supersport Championship saw hectic action in turn one. Ruben Xaus (23), race winner Iain MacPherson (12) and Stephane Chambon (3) lead the way.(Left) Colin Edwards II did well considering he was racing with an injured right shoulder. He finished fourth and fifth in the two races.

Tires started to become an issue at a very early stage because of the mid-80s temperatures and the unusual nature of Kyalami's tarmac, which looks polished but offers reasonable grip.

With Corser toiling on his 16-inch rear, Slight closed on the number-11 Ducati at a great rate of knots, but he couldn't make any of his moves stick.

Sadly for those expecting the usual paint-work molestation and elbow banging, the most enthralling spectacle from first to ninth places from then on in was watching Fogarty control the gap ahead of Corser as he conserved his tires to finish five seconds ahead for victory number 49.

There was a greater degree of tension at the back of the field, with Ducati riders Lucio Pedercini and Carlos Macias crashing on lap 16.

The other works teams - Kawasaki Eckl and Alstare Corona - were a little off the pace.

Chili's mistake in Superpole effectively cost him any chance of a podium finish, and the best he could do was match his race finish with his race number: seven. The Kawasaki boys, Yanagawa and Lavilla, partially overcame tire, suspension and a degree of power disadvantage to take sixth and eighth, respectively.

Local hero Lance Isaacs was giving it all he had on his NCR Vodacom Ducati for the minor points placings, swapping places with Gaureschi and Meklau before giving way to them both.

Former AMA Superbike winner Alessandro Gramigni had a relatively drama-free introduction to his brand-new-out-of-the-crate Yamaha, following up his Superpole qualification with a single point for 15th.

### RACE TWO

The much-delayed start to race two, a result of Brett MacLeod's fatal accident, saw a different machine enter turn one in the lead. Slight's triple-one number plate led the pack for the first few corners, with the double ones of Corser and the single one of World Champion Fogarty closest to him.

By the end of lap one, Fogarty had exploded his own myth that Kyalami was a hard track on which to overtake by blitzing past both his main rivals - effectively ending the race as a contest.

The Lancastrian was untouchable, operating on a different plane of speed and confidence than everyone else on the day.

Romboni made a better go of staying at the front for longer this time around, but started going backward a third of the way through the 25 laps.

Haga was the opposite, charging headlong for the first three laps to move from sixth to second. Fogarty proved to be out of reach, as did the checkered flag, when Haga crashed on lap 14, almost taking out Slight in the process.

Slight remained unfazed enough to keep his inherited second place until the flag, despite a failed last-gasp move by Corser, which saw the Australian almost run off the track.

Behind the leading group and the Texas lonesome star Edwards, the Aprilia of Goddard made an impressive showing until the dreaded overheated-tire syndrome struck, dropping the black Aprilia back through the group of Fujiwara, Yanagawa and Lavilla to finish a creditable seventh - two seconds down on Lavilla.

The Spaniard had another tough race but stuck at his task to end the day sixth in the table behind his teammate Yanagawa, who had another solitary race once he had disposed of Goddard.

Guareschi succumbed to privateer riders Ulm and Pedercini, but he gained an extra point when Meklau crashed at the chicane.

### WORLD SUPERSPORT

Tragedy overshadowed the first round of the World Superbike Championship at Kyalami after the death of local 600cc Supersport rider Brett MacLeod.

A first-lap leader and the second-fastest qualifier for the race, MacLeod dropped back down the field at the end of lap one and eventually crashed between the chicane and final corners. Massimo Meregalli and Davide Bulega got tangled in the incident - Meregalli was reported to have unavoidably struck MacLeod - and the race was eventually red-flagged and delayed for almost an hour. Meregalli suffered a broken arm and wrist, with Bulega fracturing his lower leg.

MacLeod, who had tested Kenny Roberts' Modenas in preseason Jerez sessions, was declared dead at the medical center at 4 p.m. This incident cast a sad pall over Iain MacPherson's outstanding performance on the Team Eckl Kawasaki ZX-6R. His win now gives him a World Championship victory to add to his Thunderbike and British Superbike wins - and all on a 1998 specification Kawasaki. What will they do with a '99 model?

## Corser, naturally

Even after the first practice, the new order for the season ahead was set. And it is set to the old order of last year.

Ducati and Honda were consistently in the top five places, with Yamaha's Noriyuki Haga and Suzuki's Pier-Francesco Chili joining in on occasion.

"I think the title will be decided between these four riders (Carl Fogarty, Troy Corser, Aaron Slight and Colin Edwards)," Ducati Performance team manager Davide Tardozzi commented. "Maybe at some race Chili will win - he is a big threat - and Haga-san will also be strong."

The 1999 Ducati shows few - but significant - changes over the 1998 machine. Narrower 42mm Ohlins forks have been chosen in a back-to-the-future move after exhaustive back-to-back tests with last year's much thicker units.

Other main alterations are to the rear suspension and the full-time adoption of Brembo's radial brake calipers.

The two completely new bikes in the World Superbike series had, by and large, successful early outings in practice. Haga was the best of the new bike riders, taking his factory R7 to sixth place in regular qualifying and improving that to a front-row position with a typically aggressive lap in Superpole. The main blot on the R7's early copybook was the electrical breakdown of Vittoriano Guareschi's Yamaha just as he was going out to cut a quick lap on qualifiers.

Peter Goddard was also well on the pace of the lesser works teams, putting the V-twin Aprilia RSV on the third row with a ninth place in Superpole, after a top-10 finish in practice.

"The engine is so much better than it was, but the main setup problem we have now is with the front suspension," Goddard said.

The Aprilia has a peculiar characteristic where the forks rebound a lot when the brake is released, upsetting the front just as Goddard wants to flick the bike into the corner.

"I reckon there's another second and a half to come with the lap time once we get that sorted," he said. "The rest of the bike is really good, even at such an early stage of development."

Among many people impressed by the V-twin Aprilia was Corser, who has gone on record before as saying that making a 60-degree V-twin was the way to go forward.

"It's pretty much a brand-new bike, but I think it will surprise a few people after the middle of the season," Corser said.

One of the traditional limiting factors on Ducatis is the inclined 90-degree layout of the engine, preventing any attempt to shorten the wheelbase without running into problems with tire clearance.

The old bikes in the series have undergone their share of improvements to meet their new challengers. Further secrets of the Honda's new Showa front fork system have been discovered at Kyalami. The remote reservoirs fitted to the works RC45's chassis rails are apparently not only volume-increasing reservoirs but contain spring-loaded pistons which move back as internal fork pressure increases. This additional increase in the effective fork volume, reducing the buildup of pressure, leaves the spring and damper units to do their job with less interference from the medium of compressed air.

The main benefit to the rider is that, as the forks compress under braking, their ability to deal with bumps is maintained a little more. This adds to the already beneficial effect of an increased effective fork volume, allowing much more fine tuning of the effect air can have on the front forks.

Edwards has been much happier with the feel he can extract from the front end since the system first appeared, claiming that it allows him to ride the front with more confidence. It is understood that he is less pleased with the new perimeter-style Brembo braking system.

Corser was once more King of the Superpole grid on his Ducati Performance 996, squeezing out teammate Fogarty with a brilliantly controlled ride on the final lap of the day. He now shares the record for pole positions in the series with Fogarty and former champion Doug Polen on 17.

He divulged his secret for Superpole success at the Saturday press conference.

"You make a lot of risks for yourself in Superpole," he said. "One small mistake and you might crash and end up on the fourth row. I don't go 100 percent during Superpole; I actually try harder during regular qualifying than I do in Superpole - but the time comes easier."

Superpole itself saw the unusual sight of virtually every rider improving on his best regular qualifying times, most notably Doriano Romboni, who threw his Ducati around Kyalami 1.1 seconds faster in Superpole than he managed in his crash-affected practice sessions.

Of the 16 Superpole participants, only six never improved on their best regular qualifying time.

"It's a little cooler than it was during regular practice," said Goddard, explaining this strange phenomenon.

Austrian privateer Andy Meklau slashed 0.6 seconds off his 1:46.126 Superpole time after a very aggressive flying lap. Fifteenth after regular practice, one place ahead of Italian Allesandro Gramigni, he improved to snatch the last spot on the third row of the final grid position.

"I have mixed feelings after Brett's accident and my win, but it is good to win first time out in World Supersport," MacPherson said.

The full-distance restart saw MacPherson joust with pole-position man and (another) World Supersport rookie Ruben Xaus, plus the experienced players - Stephane Chambon and Wilco Zeelenberg.

Only the Hondas and Ducatis were poorly represented in the top positions, with the Castrol Honda pairing of Pere Riba and James Toseland feeling the lack of power from their new CBR600s at Kyalami's high altitude.

Even the full works Ducati Performance Ducati of Paolo Casoli struggled around Kyalami, with Casoli demonstrating his great dislike for the South African circuit, finishing way down in seventh. Asked which parts of the circuit he disliked most, Casoli replied with one word: *"Tutto!"*

The discovery of the weekend had to be Xaus. His practice and race pace was a sensation at the front of the field until he crashed on lap nine when his engine cover ground out. Zeelenberg suffered a stop-and-go penalty for jumping the start, but he claimed that no "Jump Start" board was shown alongside the flag, and thus cruised back into the pits.

Once he realized the problem, he rejoined the fray at full speed and finally finished eighth, bitterly angry and aggrieved to be robbed of good points.

Reigning World Champion Fabrizio Pirovano showed a champion's determination and hunted down his Alstare Suzuki teammate until his engine blew a piston and he retired on lap 18. He circulated for a long time with smoke pouring from his Suzuki, a factor Pere Riba was later to blame for his crash and subsequent 16th-place finish.

In any case, MacPherson was long gone at the front of the field, outdistancing Chambon by a massive 12 seconds at the flag. MacPherson's victory vindicates Harald Eckl's move to go Supersport racing, and the contrast between Kawasaki's Supersport and Superbike teams was very noticeable this weekend.

MacPherson and his fast Kawasaki may have established early credentials most race observers knew they had, but the R6 proved to be a potent force in its first World Supersport race.

As well as the strong performances from Xaus and Zeelenberg's teams, the Yamaha Deutschland pairing of Jorg Teuchert and Christian Kellner improved massively with every practice session. The young Bavarians hunted down Pere Riba until his crash on lap 19 and chased each other to the flag to finish third and fourth - a brilliant performance from everyone concerned.

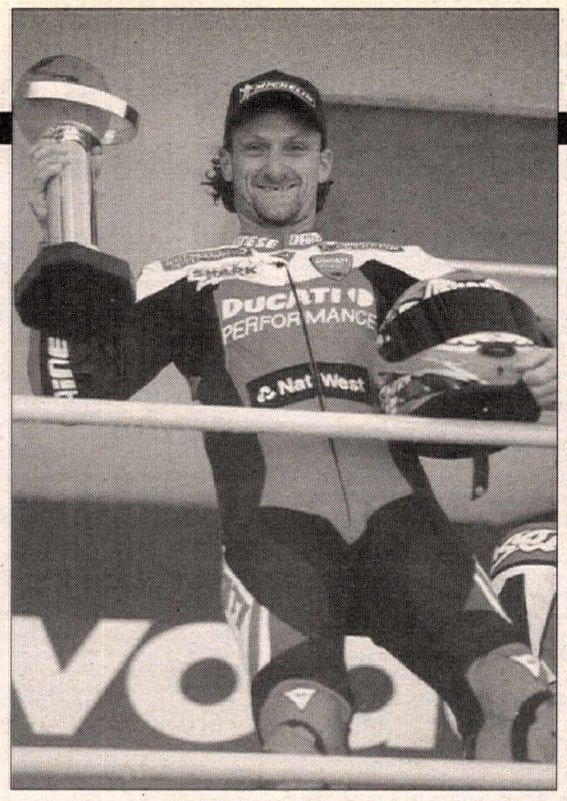
The Belgarda Yamaha team was an exception to the good Yamaha results, their poor performances blamed mostly on Pirelli tires.

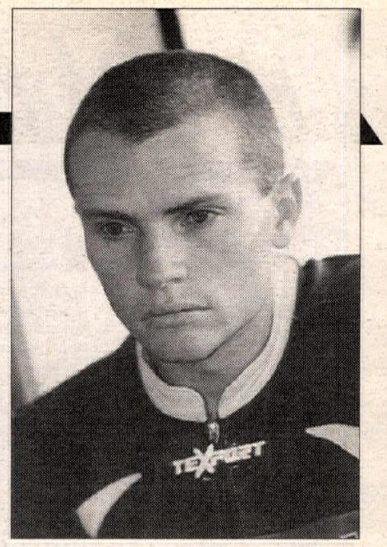
James Toseland started his second season with a fine sixth, ahead of Casoli.

The highest-placed local rider was Russell Wood on his Nashua Yamaha R6 - fifth behind Teuchert and Kellner. Another local rider, Brad Anassis, was excluded on a technical infringement, moving everyone from 12th place onward up one place.

As a mark of respect to the deceased MacLeod, the organizers canceled the second Nashua Supersports invitational event and instead formed a procession of all the top riders around the track in a reverse direction.

Additionally, Carl Fogarty's victory celebrations were somewhat subdued, without any champagne, as a mark of respect to MacLeod. **CN**



**(Above) The day was marred by the death of South African Brett MacLeod.**
**(Left) King again. Carl Fogarty stood above the rest of the superbike men in the series opener, winning both races with relative ease.**

**Kyalami Circuit**
**Kyalami, South Africa**
**Results: March 28, 1999 (Round 1 of 13)**

**QUALIFYING:** 1. Troy Corser (1:42.943, 92.516 mph); 2. Carl Fogarty (1:43.238); 3. Aaron Slight (1:43.278); 4. Noriyuki Haga (1:43.338); 5. Akira Yanagawa (1:43.398); 6. Colin Edwards II (1:43.953); 7. Doriano Romboni (1:44.050); 8. Robert Ulm (1:44.418); 9. Peter Goddard (1:44.628); 10. Katsuaki Fujiwara (1:44.712); 11. Gregorio Lavilla (1:45.096); 12. Andreas Meklau (1:45.568); 13. Lucio Pedercini (1:45.586); 14. Pier-Francesco Chili (1:45.931); 15. Vittoriano Guareschi (1:46.606); 16. Alessandro Gramigni (1:46.853); 17. Igor Jerman (1:47.342); 18. Jean Jeandat (1:48.038); 19. Lance Issacs (1:48.038); 20. Jiri Mrkyvka (1:50.496); 21. Vladimir Karban (1:50.645); 22. Carlos Macias Perdomo (1:51.564); 23. Giuliano Sartoni (1:52.697).

**RACE ONE:** 1. Carl Fogarty (Duc); 2. Troy Corser (Duc); 3. Aaron Slight (Hon); 4. Noriyuki Haga (Yam); 5. Colin Edwards II (Hon); 6. Akira Yanagawa (Kaw); 7. Pier-Francesco Chili (Suz); 8. Gregorio Lavilla (Kaw); 9. Doriano Romboni (Duc); 10. Robert Ulm (Kaw); 11. Kasuaki Fujiwara (Suz); 12. Vittoriano Guareschi (Yam); 13. Andreas Meklau (Duc); 14. Lance Isaacs (Duc); 15. Alessandro Gramigni (Yam); 16. Igor Jerman (Kaw); 17. Jean Jendat (Hon); 18. Jiri Mrkyvka (Duc); 19. Vladimir Karban (Suz).
**Time:** 43 min., 35.637 sec.
**Distance:** 25 laps; 66.139 miles
**Average speed:** 91.029 mph
**Margin of victory:** 5.257 sec.
**Fastest lap:** Colin Edwards II, 1:43.800/91.759 mph, lap 3

**RACE TWO:** 1. Carl Fogarty (Duc); 2. Aaron Slight (Hon); 3. Troy Corser (Duc); 4. Colin Edwards II (Hon); 5. Akira Yanagawa (Kaw); 6. Gregorio Lavilla (Kaw); 7. Peter Goddard (Apr); 8. Pier-Francesco Chili (Suz); 9. Doriano Romboni (Duc); 10. Katsuaki Fujiwara (Suz); 11. Robert Ulm (Kaw); 12. Lucio Pedercini (Duc); 13. Vittoriano Guareschi (Yam); 14. Lance Isaacs (Duc); 15. Igor Jerman (Kaw); 16. Jean Jeandat (Hon); 17. Alessandro Gramigni (Yam).
**Time:** 43 min., 41.963 sec.
**Distance:** 25 laps; 66.139 miles
**Average speed:** 90.810 mph
**Margin of victory:** 6.073 sec.
**Fastest lap:** Carl Fogarty, 1:43.477/92.039 mph, lap 5

**WORLD SUPERBIKE CHAMPIONSHIP POINT STANDINGS (After 1 of 13 rounds):** 1. Carl Fogarty (50/2 wins); 2. (TIE) Aaron Slight/Troy Corser (36); 4. Colin Edwards II (24); 5. Akira Yanagawa (21); 6. Gregorio Lavilla (18); 7. Pier-Francesco Chili (17); 8. Doriano Romboni (14); 9. Norijuki Haga (13); 10. (TIE) Katsuaki Fujiwara/Robert Ulm (11); 12. Peter Goddard (9); 13. Vittoriano Guareschi (7); 14. (TIE) Lucio Pedercini/Lance Isaacs (4); 16. Andreas Meklau (3); 17. (TIE) Igor Jerman/Alessandro Gramigni (1).

Upcoming Rounds:
Round 2 - Phillip Island, Australia, April 18
Round 3 - Donington Park, England, May 2

# Briefly...

Rider power may have held off many of the proposed rule changes in Superbike for 1999, such as the Arrow grid formation, but the hated **Superpole** remains. Even after a year of doing it, Carl Fogarty and Aaron Slight were both very critical of the system, even if Fogarty did uncharacteristically well by ending up second. Fogarty also stated that getting a good Superpole time was especially critical at the South African venue. "It's really difficult to pass here," he said. "I think I made one passing move each race last year. The circuit looks like it has loads of places to overtake, but it's actually really hard." Slight agreed that Kyalami puts special emphasis on a good qualification. "Being on the front row here is very important, and at one point it looked like I may slip back to the second row," Slight said. "So far the weekend has been very good, but we came here knowing we would be on the pace after testing here earlier in the year."

**Pier-Francesco Chili** was a strong third in final qualifying, showing that he can be a real threat on the fuel-injected Suzuki. "Every time we test, I have tried to get more confident," Chili said. "The times I did here I did on my own, without a tow. Now we are here to race, so maybe that makes the difference because I am riding for real. This good time has come maybe a little too early in the season for me because maybe people will expect too much from me. I just hope that people do not expect too much because of this good early practice speed."

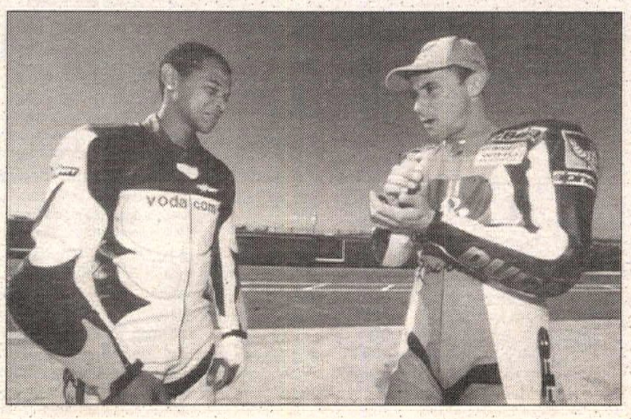
**Colin Edwards II**, injured in testing at the Castrol Honda Laguna Seca tests shortly before Kyalami, sought the expert services of Dr. Arthur Ting in San Francisco after hurting his shoulder so badly he was unable to raise his hand above shoulder height. Severe muscle damage was a distinct possibility at that time, but it was later found to be painful (but not too injurious) internal bruising. Despite regular injections and frequent ministrations from on-site medical staff, Edwards was forced to sit out the final minutes of Friday's qualifying session when the pain got to be too much, and the risk of a crash increased.

Local rider **Lance Isaacs** (right) was a surprise entry to the Superbike class at Kyalami, the main surprise being that he rode with a badly broken hand after being knocked off his street bike by a pickup truck doing a U-turn across his path - a common hazard on South Africa's free-for-all roads apparently. The 20-year-old rider ignored medical advice and turned out for his Vodacom Ducati NCR team in qualifying. Despite his broken hand and never having ridden anything as powerful as a full-on Ducati 996 before, Isaacs qualified a very respectable 19th from 23 riders.

Kawasaki Bertocchi/Gerin rider **Robert Ulm** was on brilliant form during practice for the Kyalami race, just as he had been during winter testing at the South African venue. The Austrian privateer shamed many works riders in regular practice with a fine ninth place on the timesheets. He improved his starting position to a second-row eighth after his first-ever Superpole, ahead of Goddard, Fujiwara, Lavilla, Chili and Guareschi.

In marked contrast to Ulm, former top privateer **Gregorio Lavilla** was struggling badly on his 1999 Kawasaki ZX-7RR throughout the first two days at Kyalami. Visibly wrestling the bike around the circuit, something was clearly amiss with his suspension setup. "So far, we cannot find an ideal suspension setting," Lavilla said. "We never tested here in the winter, so we are behind many of the other teams with setup." Akira Yanagawa had similar problems but stuck in a competitive Superpole time to head up the second row of the grid. "I am always taking a risk that I might lose the front wheel when I try hard," Yanagawa said.

**Doriano Romboni** (below, right), one of the most experienced World Superbike rookies ever, had a torrid introduction to the World Superbike series in the first practice session at Kyalami. He crashed his R&D Racing team Ducati but was uninjured, returned to get his spare bike and promptly crashed again, delaying the session while he was tended at trackside. He gamely struggled on to record a brilliant Superpole time of 1:44.050 and secure seventh place on the grid, despite suffering a bad contusion of his right wrist.



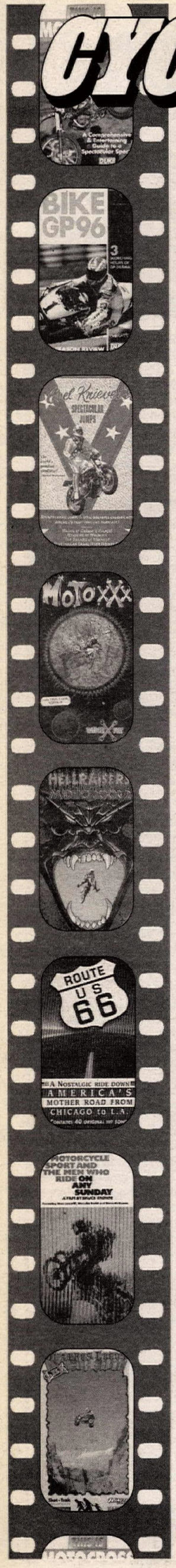

The **Kyalami** circuit was awarded the 1998 World Superbike Organizer award at a dinner the Thursday before race day. The winner is determined by SBK Motorsports representatives and the top teams taking part in all events. The award means that Kyalami will have the right to include the award logo in all their communications. Not bad for a circuit only drafted into last year's series at a late stage.

The first unofficial practice sessions at Kyalami was delayed to allow additional **safety measures** to be taken. Among many other small things, the authorities decided that there were not enough flag points at various parts of the circuit. Then arose the problem of a scarcity of the correctly colored flags, necessitating some overnight needlework by the local flagmakers.

When **Francis Batta**, owner of the massive Alstare Corona outfit, was questioned about the proposals to make 500cc GPs four-stroke - and any subsequent knock-on effects for his brand-new works Suzuki team - he claimed that now the Japanese factories concentrate 80 percent of their R&D efforts into World Superbike - not Grands Prix. If anyone is in a position to know, it is him. Now, with full factory World Superbike and Supersport, the already massive paddock presence of the Alstare Suzuki team has reached metropolis-style proportions. A full-time staff of no fewer than 27 people ride, work on and support the team's eight bikes at each race. The only other team to have such a massive and visible presence is Castrol Honda.

**Colin Edwards II** may have upset the World Superbike bosses with his comments during a South African TV interview. "I believe that 500cc GP racing is the pinnacle of the sport," he asserted. "I've definitely got aspirations to go GP racing. I think Superbike is a stepping stone to GP racing. I'm 25 now and I think that it would be the perfect time to swap over next year. I just have to win the Superbike championship first." Edwards recently tested the works Repsol Hondas in Phillip Island.

South Africans take their bike racing very seriously, hence the fact that even on the eve of race day, Troy Corser and Colin Edwards appeared on a live phone-in program on prime-time **South African television**. The show was co-hosted by former Gallina Suzuki GP star Dave Petersen, who provided an expert viewpoint for the local fans. Corser got more than he bargained for when one lady caller said she didn't want to know anything about motorbikes - but wanted to know how to meet him at the track on race day. Troy's girlfriend, Sam, was unavailable for comment...

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**(#162C) '92 AMA Nat'l MX Season Review**
The definitive video review of the 1992 AMA National 125, 250 & 500 Motocross Series. Narrated by Larry Maiers; 90 minutes from Powersports Video. **$34.95**

**(#2277) This Is Motocross**
New to Motocross? Here's everything you need to set you up for this popular sport, from starting out to choosing bikes & equipment, what kind of clubs to join, top action & rider interviews, past heroes and modern supercross. 55 minutes from White Star/Duke Video. **$34.95**

**(#2106) 1997 World 500cc MX Series Review**
Seeing this series unfold is riveting...watch in awe as the big guns - Smets, King, and Nicoll - charge across your screen through every world round. 90 minutes from White Star/Duke Video. **$34.95**

**(#2105) 1997 World 250cc MX Series Review**
Everts, Tortelli & Bervoets lead the way through a nail-biting series that will keep you hooked from start to finish. Includes excellent commentary. 90 minutes from White Star/Duke Video. **$34.95**

**(#2104) 1997 World 125cc MX Series Review**
1997's rivalry between Chiodi & Puzar led to some great battles across mud & sand around the world. Features every round. 90 minutes from White Star/Duke Video. **$34.95**

**(#2110) 1997 Motocross des Nations**
The world's biggest motocross talents gathered in Belgium to fight for the ultimate crown. Witness what really happened the year America lost MXdN honors. 90 minutes from White Star/Duke Video. **$34.95**

## SUPERCROSS

**(#325H) Bar to Bar**
Jeff Emig swipes the #1 plate away from Jeremy McGrath. See the best talent on the planet go bar to bar in this review of the entire 1997 AMA Supercross Series. Great behind-the-scenes footage and intense racing, one of the best Supercross Series ever! 70 minutes from X-Factor. **$19.95**

**(#325I) Bar to Bar 2**
The Quest for Victory...is in your face racing, featuring the best riders on the planet. Relive the whole 1998 Supercross season with your favorite riders like Jeremy McGrath, Ezra Lusk, Kevin Windham, Jeff Emig, Larry Ward, John Dowd, Ricky Carmichael, Doug Henry and many others. 60 minutes from X-Factor. **$19.95**

## TOURING/ROAD RIDING/CRUISING

**(#106A) 50 Years of Daytona**
400,000 enthusiasts descended on Daytona for the 1991 50th anniversary of Bike Week. See the "Main Street" & Harley scene from the biggest year ever. 60 minutes produced by Panacom from Progressive Design. **$22.95**

**(#213) The Roads of Colorado**
Actual footage of selected roads and points of interest throughout Colorado. This video makes an ideal tool for anyone planning a motorcycle trip through the Rockies. 90 minutes from L&M Productions. **$29.95**

**(#230) Ride America: Highway 1**
California's legendary Highway 1 is still one of the great challenges for the street riding motorcyclist. This ride takes you from the Golden Gate Bridge through some of the most undeveloped and least populated areas in California. Ride with journalist Charles Everitt, World Speedway Champion Bruce Penhall and others from San Francisco on north through the twisties along Highway 1. 60 minutes from Peter Starr Productions. **$24.95**

**(#231) Ride America: "The Million Dollar Highway"**
Experience the wonder and beauty of Colorado's Million Dollar Highway in the colorfest season -golden aspen trees, blue skies and clean crisp air greet you as you head north on the 130 mile ride from Durango to Telluride. Join Bobby Unser, Bruce Penhall, Malcolm Smith, Wally Dallenbach and friends as they ride a variety of BMW's through the heart of the San Juan Mountains. 60 minutes from Peter Starr Productions. **$24.95**

**(#1293) Postcard from Daytona**
Join the millions who make this the world's biggest & most colorful Hog party. Cruise Main Street and Daytona Beach & check out demolition derbies, stunt demos, and sunburned tourists...everything that happened away from the racetracks during Bike Week '96. 61 minutes from White Star/Duke Video. **$34.95**

## ROAD RACING

**(#9) U.S. Grand Prix 1988**
Real Grand Prix road racing for the World Championship revives in America as Steady Eddie Lawson and Fast Jimmy Filice beat the best at Laguna Seca. From Powersports Video. **$33.95**

**(#1492) 1992 Bike GP 500 Series Review**
180 minutes from White Star/Duke Video. **$39.95**

**(#1519) 1993 Bike GP 500 Series Review**
180 minutes from White Star/Duke Video. **$39.95**

**(#1541) 1994 Bike GP 500 Series Review**
180 minutes from White Star/Duke Video. **$39.95**

**(#1559) 1994 Bike GP 125/250 Series Review**
120 minutes from White Star/Duke Video. **$34.95**

**(#1561) 1995 Bike GP 500 Series Review**
180 minutes from White Star/Duke Video. **$39.95**

**(#1579) 1995 Bike GP 125/250 Series Review**
120 minutes from White Star/Duke Video. **$34.95**

**(#1705) 1996 Bike GP 500 Series Review**
180 minutes from White Star/Duke Video. **$39.95**

**(#1580) 1996 Bike GP 125/250 Series Review**
120 minutes from White Star/Duke Video. **$34.95**

**(#1721) 1997 Bike GP 500 Series Review**
The complete official record of Mick Doohan's stunning season & the battles going on around him through all 15 World C'Ship rounds. 3 hours of action, on-bike camera, interviews and informed commentary. 180 minutes from White Star/Duke Video. **$39.95**

**(#1581) 1997 Bike GP 125/250 Series Review**
This 2 hour official review provides some of the seasons hairiest racing, packing all the 250 rounds and the best of the 125s into some scorching viewing. Includes great on-bike camera. 120 minutes from White Star/Duke Video. **$34.95**

**(#41) Bike Experience**
Race with Wayne Gardner as you crouch over the handlebars of a 200 mph Grand Prix Honda in actual race conditions! 60 minutes. From Powersports Video. **$34.95**

**(#1490) On-Bike GP Experience**
Race with the best riders of the '92 GP season as the pack give chase just inches away from the camera! Superb sounds of GP bikes in action in full stereo, with rider voice-overs. 65 minutes from White Star/Duke Video. **$34.95**

**(#1576) On-Bike GP Experience 2**
All-action compilation of the best 1990's on-bike recordings right up to the last GP of '96. Jump into the hot seat with Doohan, Criville, Cadalora, Kocinski, Rainey, Schwantz, etc. as Randy Mamola's commentary guides you around all the famous circuits. 75 minutes from White Star/Duke Video. **$34.95**

**(#1537) On-Bike Nurburgring Experience**
A rare chance to "ride" this demanding German circuit & learn how the experts do it, then ride with Helmut Dahne on the fastest on-bike lap of the "Ring" ever recorded. 55 minutes from White Star/Duke Video. **$34.95**

**(#1480) Best Bike GPs of the Decade**
Re-live not just the best action from the '80s, but also the 10 very best races as chosen & presented by the stars themselves: Rainey, Schwantz, Mang, Haslam, Gardner, Pons, Mamola, Lawson, Roberts and Sarron. 55 minutes from White Star/Duke Video. **$34.95**

**(#1494) Rainey's Year: 1992**
Fascinating insights into the workings of a top GP team as the triple World Champ's greatest season unfolds under the guidance of Kenny Roberts. Follow them from testing to the final victorious race. 75 minutes from White Star/Duke Video. **$34.95**

**(#1521) Schwantz: World Champion 1993**
He may be gone from the scene - but there's no way you can forget him! Here's King Kevin on his way to winning his first World Championship, with music from Queen, brilliant race action and intimate off-track footage. 60 minutes from White Star/Duke Video. **$34.95**

**(#1916) 1997 AMA Superbike Series Review**
Get your engines fired up as you relive this season of spectacular action. From Laguna Seca to Colorado springs to the amazing round at Sears Point. See incredible footage of from each round as Mat Mladin, Miguel Duhamel and Doug Chandler battle for supremacy. All the action is here in this comprehensive 1997 review. 48 minutes from WhiteStar/Duke Video. **$34.95**

**(#5903) Champion: Kenny Roberts**
A profile of the racing career of the legendary Kenny Roberts. 69 minutes from White Star/Duke Video. **$34.95**

**(#5904) Champion: Barry Sheene**
A profile of the racing career of British GP star Barry Sheene. 65 minutes from White Star/Duke Video. **$34.95**

**(#5932) Champion: Mick Doohan**
A profile of the racing career of Australian GP star Mick Doohan. 65 minutes from White Star/Duke Video. **$34.95**

**(#5901) Champion: Geoff Duke**
A profile of the racing career of the legendary Geoff Duke. 59 minutes from White Star/Duke Video. **$34.95**

**(#5902) Champion: Giacamo Agostini**
A profile of the racing career of legendary Italian GP champ Giacamo Agostini. 75 minutes from White Star/Duke Video. **$34.95**

**(#5900) Champion: Mike Hailwood**
A profile of the racing career of legendary British champion Mike "The Bike" Hailwood. 60 minutes from White Star/Duke Video. **$34.95**

**(#5956) Champion: Phil Read**
A profile of the racing career of legendary Phil Read. 70 minutes from White Star/Duke Video. **$34.95**

**(#1540) Cutting Edge Bikes**
Former racer Mat Oxley tests the championship GP machines of '94 including Mick Doohan's 500cc Honda, Biaggi's 250cc Aprilia, and Sakata's 125cc factory Aprilia. 72 minutes from White Star/Duke Video. **$34.95**

## "ISLE of MAN TT"

**(#1070) History of the Isle of Man TT**
A unique and definitive 3-part video history of the world's most famous motorcycle races, specially commissioned from David Wood, whose archive material is simply unsurpassed. Every Senior race winner is featured and there is action footage from the very first races and every event from 1920 to 1996. A 3-tape collection every TT fan will cherish for years to come. (Part 1: The Early Years 1907-39; Part 2: The Championship Years 1947-76; Part 3: From Strength to Strength 1977-96). 216 minutes total, from White Star/Duke Video. **$69.95**

**(#1002) TT Tribute**
Rare footage and a must for Mike Hailwood fans. "Diamond Senior '67" was one of the most thrilling TT races ever, with Hailwood on the ill-handling Honda 4 vs the Agostini. "Winning Formula '79" covers Hailwood's 14th TT win. 60 minutes from White Star/Duke Video. **$34.95**

**(#1055) Golden Mountain**
Two memorable Hailwood years on one video. 1961 was a wonderful record of his stunning TT Jubilee Year debut. the 1963 Senior TT cast Hailwood vs. Hartle & Read in the last glory days of Norton, Matchless, AJS...52 minutes from White Star/Duke Video. **$34.95**

**(1296) Mad Sunday: The Fans' TT**
The other side of this magic motorcycle festival, from pubs to bands, street parties, sand racing, club meets, and lots more. 60 minutes from White Star/Duke Video. **$34.95**

**(#5554) On-Bike TT Experience**
"Addictive", "exhilarating", "breathtaking" - just some of the reactions we've had to this unique series which lets you "ride" the fearsome IoM TT circuit on a variety of '90s machinery. Features solo & sidecar footage, stereo bike sounds and rider commentaries. 85 minutes from White Star/Duke Video. **$34.95**

**(#5559) On-Bike TT Experience 2**
Live the TT in over an hour of superb on-bike and sidecar action. 80 minutes from White Star/Duke Video. **$34.95**

**(#5563) On-Bike TT Experience 3**
The way it really looks from the rider's eye view around the eye of man...bloody frightening! Features for the first time, on-screen data logging. Scary and totally compulsive - see for yourself why the TT is a road race like no other. 89 minutes from White Star/Duke Video. **$34.95**

**(#1285) 1992 Isle of Man TT**
A TT that British bike fans will long savor thanks to Hizzy's Senior victory on the Abus Norton and Carl Fogarty's outright record of 123.61 MPH on the last riveting, nail-biting lap. 105 minutes from White Star/Duke Video. **$34.95**

**(#1288) 1993 Isle of Man TT**
Watch Hailwood's TT record fly out the window as Joey Dunlop scores his 15th win. 105 minutes from White Star/Duke Video. **$34.95**

**(#1295) 1994 Isle of Man TT**
"The 11th Milestone"...best action from every race & on-bike footage in nearly every class (including the fastest-ever with Steve Hislop). 120 minutes from White Star/Duke Video. **$42.95**

**(#1300) 1995 Isle of Man TT**
"Smokin' Joey"...full scorching story of Joey Dunlop's claim to "most successful TT rider ever". 146 minutes from White Star/Duke Video. **$42.95**

**(#1601) 1996 Isle of Man TT**
"Natural Born Winners"...the longest-ever TT long review, bursting with great action, on-board cameras, chat and TT "color" in one big program. 151 minutes from White Star/Duke Video. **$42.95**

**(#1604) 1997 Isle of Man TT**
"Blazing Saddles"...Over 2 hours of scorching 90th anniversary race action filmed trackside, on-bike and from the air, backed by a thundering soundtrack. 140 minutes from White Star/Duke Video. **$42.95**

**(#1606) 1998 Isle of Man TT**
"Brave Hearts"... Over 2 hours of courage and bravery. This full coverage video takes you down to road level with awesome curb-cam shots to give you a frightening picture of machines coming at you at 180 mph. Of course it also comes with all the crazies at the street party. 140 minutes from WhiteStar/Duke Video. **$42.95**

## TRIALS

**(#207B) 1997 Trial Des Nations**
This World Championship from Isle of Man, U.K. pits 4-man teams from over 20 countries against each other. World Champion Dougie Lampkin vs. 7 time World Champion Jordi Tarres in his last international competition. 4 hours from Technovideo. **$39.95**

**(#208A) 1996 Wagner Cup World C'Ship Trial**
The best in the world came to the Stepping Stone Ranch in West Greenwich, Rhode Island for round #4 of the 1996 World Championship Series. See the American force put on their best effort vs. the world talent of Jordi Tarres, Marc Colomer, Dougie Lampkin and the rest in this double-tape package. 4 hours from Technovideo. **$39.95**

**(#2043) This Is Motorcycle Trials**
Packed with advice for beginners from maestros Sammy Miller and Steve Colley, also full of history and interesting info for developing riders. 60 minutes from White Star/Duke Video. **$34.95**

**(#2056) This Is Advanced Motorcycle Trials**
World Championship Techniques are demonstrated and explained by 1997 Trials des Nations winner Steve Colley, including 180-degree turns, back-wheel balancing and other advanced moves. 62 minutes from White Star/Duke Video. **$34.95**

**(#2047) Extreme Trials with Steve Colley**
This brilliant tape offers one-to-one tuition from one of the world's leading trials exponents on mastering the most difficult maneuvers imaginable. 60 minutes from White Star/Duke Video. **$34.95**

**(#2057) Trials Superstars**
The world's best in action at the 1996 Sheffield Indoor Arena Trial. 55 minutes from White Star/Duke Video. **$34.95**

**(#2061) 1997 Sheffield Arena Trial**
Great close-up camera work shows international stars Colomer, Lampkin, Colley, etc. performing exceptional trials maneuvers over man-made obstacles, while trick-cyclist Ot Pi dazzles the crowd with his own brand of magic. 55 minutes from White Star/Duke Video. **$34.95**

**(#208B) 1997 Wagner Cup World C'Ship Trial**
All the top riders at the top of the High Sierras compete at Norm Taylor's Donner Ski Ranch. Spectacular rock formations challenge Marc Colomer trying to keep his title crown; Dougie Lampkin ascends to the top; Japanese teenagers Kuroyama & Fujinami put pressure to the stars, Tarres in his swan song season, and Cobos jumps to the podium. 4 hours from Technovideo. **$39.95**

## SPEEDWAY

**(#45G) 1997 U.S. Speedway National C'Ship**
In a one-night, winner-take-all format, for the 28th consecutive year, the top 16 speedway racers from the United States meet at Orange County Fairgrounds in Costa Mesa, California. Bruce Flanders, Terry Clanton, Margo King, and Scott Daloisio call the action. Features the #1 and #2 riders in the world, and the best in the US! 60 minutes from RAZ Video. **$29.95**

**(#5950) Champion: Barry Briggs**
A career profile of legendary British world champion speedway racer Barry Briggs. 75 minutes from White Star/Duke Video. **$34.95**

## DIRT TRACK

**(#180) '98 Dirt Track Hall of Fame**
The richest single race in dirt track history was run on Saturday, September 5, 1998, on the oval at the Illinois State Fairgrounds at Springfield. Fifteen of the world's best flat track racers including superstars Scott Parker, Jay Springsteen and Chris Carr, dueled ten laps for $50,000 in the inaugural Dirt Track Hall of Fame Race. An unprecedented celebration of speed the likes of which we may never see again. Experience it on the Beer Nuts Hall of Fame Video. 43 minutes from Chet Burks Productions. **$19.95**

**(#182) Smooth Moves**
A review of the 1990 Camel Pro Series Championship, as Scott Parker and Chris Carr dueled all year for the title. 60 minutes from Missing Lenk Video. **$34.95**

**(#183) Ricky Graham: The Career Year**
"Ricky G" is a tribute to one of the greatest Grand National motorcycle racing seasons ever and the man who rewrote dirt track racing records. In 1993, Ricky Graham showed the world that he was indeed one of the best Grand National racers of all time. 38 minutes from Chet Burks Productions. **$19.95**

## VINTAGE

**(#118) Enduring Memories**
Original narrated footage of classic enduro competitions, including the 1962 & 1964 Jack Pine Enduro, and the 1959 Greenhorn Enduro. This video illustrates how the bikes changed the sport in just five years. 45 minutes from Missing Lenk Video. **$34.95**

**(#1007) Against the Odds: Jarno Saarinen**
The only film made in the '70s which chronicled the short, dazzling career of one of the most talented motorcycle racers of all time. 75 minutes from White Star/Duke Video. **$34.95**

**(#1027) Multi-Cylinder Magic**
MV Agustas, Benellis & the Honda-6, back on the tracks of Europe in '95 with the men who made them famous. A real treat for the eyes and ears! 70 minutes from White Star/Duke Video. **$34.95**

**(#1602) TT Classic Magic**
A nostalgic celebration of classic TT sights and sounds. Includes highlights of Moto Guzzi's 75th anniversary gathering, the '96 Classic Parade, VMCC rallies, club meets and unique on-classic-bike camera footage. 85 minutes from White Star/Duke Video. **$34.95**

**(#1258) Classic Superprix '89**
Join Surtees, Taveri, Minter & Marshall at the largest gathering of ex-works GP bikes since the '50s - MV's, Gilera, the supercharged '39 AJS V-4 & Porcupine and the only running Honda-6 & Norton Cosworth! 52 minutes from White Star/Duke Video. **$34.95**

**(#1292) Daytona Classics '96: Return of the Legends**
Soak up the unique flavor of the big AHRMA Monday at Daytona International Speedway with Duke and Gilera, BMW's Battle of the Legends, Stroud on the Britten, on-bike Harley footage and more. 60 minutes from White Star/Duke Video. **$34.95**

**(#8) Castrol History of Motorcycle Racing**
Three-volume series from the David Wood archives of world-class motorcycle road racing. Volume 1: How It All Began & the TT (62 minutes); Volume 2: Birth of the GP & the Japanese Arrival (73 minutes); Volume 3: The Other Champions & Pressure, Money and the Need to Win (65 minutes). From White Star/Duke Video. **$99.95**

**(#1069) Classic Racer Experience**
Here's your chance to join Dave Roper around the Isle of Man TT circuit on a Matchless G50 with all the classic sounds and sights on the big single. 30 minutes from White Star/Duke Video. **$29.95**

**(#1034) V-Four Victory**
A seriously addictive all-time best-seller with action from the '83 Ulster GP and Honda vs. Suzuki "megabike" challenge, plus a classic mind-blowing lap of the TT course with Joey Dunlop. 50 minutes from White Star/Duke Video. **$29.95**

**(#1090) Old Indians Never Die**
A rare treat for Indian fans, tracing the story of a devoted group of Indian riders and their bikes on an epic rally from the US to Scotland. Also packed with wonderful bike talk and nostalgic archive footage. 38 minutes from White Star/Duke Video. **$34.95**

**(#144) Vintage Cycle Journal**
The first in a series from the Machines of Iron collection, this video takes you to The Shop's annual vintage motorcycle rally in Ventura, California for a close-up look at these machines and the men who collect them. 37 minutes from Spinnaker Presentations. **$24.95**

## ENDURO & DUAL SPORT

**(#77) 1989 International 6-Day Enduro**
The 64th Annual ISDE from Walidurn, West Germany. 60 minutes from Powersports Video. **$34.95**

**(#95) Paris To Dakar 1989**
For 21 days, 241 bikes, cars and trucks raced and struggled to complete the formidable transcontinental "raid". See all the highlights from the ground and the helicopter cameras in this toughest race of all. 60 minutes. From Powersports Video. **$34.95**

**(#190) 1993 LA to Barstow to Vegas**
Join over 400 riders in the biggest dual sport classic of the year. Enjoy this legendary trail ride on Thanksgiving weekend 1993 as they ride from Los Angeles (Colton), California on Saturday, and continue from Barstow to Las Vegas on Sunday. If you rode this event, you're probably on this video! 110 minutes from NPG & Company. **$34.95**

**(#210A) 1994 Colorado 500**
Join celebrities such as Malcolm Smith & Wally Dallenbach for this famous 1000-mile trail ride through Colorado's small towns and Rocky Mountains in late summer '94. 90 minutes from L&M Productions. **$29.95**

**(#210B) 1995 Colorado 500**
A review of some of the highlights of the first 20 years of the Colorado 500, along with a look at the 1995 ride, covering 800 miles of beautiful Rocky Mountain trail riding scenery. 90 minutes from L&M Productions. **$29.95**

**(#211) 1994 Cycle News Loretta Lynn DS Ride**
Get in on the springtime fun at this round of the '94 AMA National Trail Ride Series at the scenic Loretta Lynn's Dude Ranch in Hurricane Mills, Tennessee. 60 minutes from Kern Video Productions. **$29.95**

**(#212) The Trails of Colorado MC Trail Guide**
Highlights of 18 different trail systems throughout Colorado. Excellent primer for trail riding and dual sporting in the Colorado Rockies. 90 minutes from L&M Productions. **$29.95**

**(#1020) Ride Like the Wind**
An escape video for the armchair dreamer...Join a free-wheeling band of Yamaha adventurers for fantastic off-road journeys across Egypt, Australia, Utah's Monument Valley, and Paris to Capetown. 90 minutes from White Star/Duke Video. **$34.95**

**(#1798) Incas Rally**
Riders from 13 countries face challenging tests in the jungles and mountains of Peru. From Amazon mud to white water rafting with the bikes on board! 50 minutes from White Star/Duke Video. **$34.95**

## VIDEO MAGAZINES

**(#1763) Route 66**
This nostalgic program takes a trip along America's beloved highway, from Chicago to Los Angeles, exposing the now "hidden" America that modern freeway riders never see. Discover why there is such great interest in restoring this piece of Americana. 105 minutes from White Star/Duke Video. **$24.95**

**(#1564) Fast Riding the Roberts Way**
A unique insight into the Kenny Roberts Training Camp in Barcelona, Spain where he and Randy Mamola discuss the benefits of passing their experience on to the school's participants. 65 minutes from White Star/Duke Video. **$34.95**

## FREE RIDING & CRASHES

**(#10) Crusty Demons of Dirt**
The original out-of-control freestyle video! Jam-packed with free riding, jumping, and aerial insanity all set to a hard rocking soundtrack. Includes one of the most talked-about video scenes ever: Seth Enslow's huge dune crash. Includes action with Jeff Emig, Jeremy McGrath, Ryan Hughes, Mike Metzger, Phil Lawrence, Larry Roeseler and more. (This is the "edited" version)...30 minutes. A Flesh Wound Film distributed by Fox Video. **$29.95**

**(#10A) Crusty Demons of Dirt: 2**
This sequel is loaded with hardcore riding, jumping, and aerial insanity, all set to a skate/rock soundtrack. Watch these riders go off!...Jeremy McGrath, Jeff Emig, Seth Enslow, Mike Metzger, Ryan Hughes, Joel Albrecht, Mike Healey and more. Locations include California, Oregon, South Africa, Nambia and Mexico. 40 minutes. A Flesh Wound Film distributed by Fox Video. **$29.95**

**(#10B) Crusty Demons of Dirt: 3**
Fleshwound Films releases the '97 edition of the title that launched a thousand freestyle videos. Includes footage of Pestrana, Dymond, Seth Enslow, Hughes, Lawrence, Metzger, Stephenson, Goodman, Linkogle, Deegan, Rusty Setzer and Bubba, all with insane great stunts. Filmed around the world including Brazil, Florida and California. 35 minutes from Fox Video. **$24.95**

**(#179A) Bike Wars**
The most memorable moments of mayhem including Harleys, Superbikes, Dirt Track, Isle of Man, Hillclimb, Blackwater, Pro MX and more. 60 minutes from Powersports Video. **$29.95**

**(#85) Gary Rothwell: Showtime**
Gary Rothwell brings you the ultimate superbike stunt experience on this "official" video. Packed with high-speed wheelies, donuts, stoppies and includes Rothwell's 143MPH 'Ski' Record run skidding behind the bike on his feet. If you've ever seen Rothwell perform, this is a "must-have" tape. 30 minutes from X-Factor. **$29.95**

**(#120) Terrafirma**
The original big air freestyle Fox video featuring wild antics by Doug Henry, Ezra Lusk, Robbie Reynard, Ricky Carmichael, Travis Pastrana, James Stewart, and the King of Rock n' Roll. Soundtrack by Pennywise, Alice in Chains, Lucy's Fur Coat, Future Sounds of London and Soundbox. 35 minutes from Fox Video. **$24.95**

**(#87) Team X-Treem: Vol. 1 Todd & Lori Colbert**
Exclusive footage featuring Todd Colbert's daring wheelies, burn-outs, pavement skiing, double stunts and more! Watch Lori Colbert, the first female pavement skier in the world. Hold on to your handlebars for this unbelievable, high energy motorcycle stunt performance. 30 minutes from X-Factor. **$29.95**

**(#110) Dirty Deedz**
A freestyle motocross video from down under. Featuring some of Australia's top motocrossers like Ben Jones, Danny Ham, Sam Jones, Paul Timmins, Clint Debner and others. Some of the locations include Orange, Clarence, Baridine, Colo, Stockton, and Cattai. Also some crazy music by Pro-Pain, Channel Zero, Souls at Zero and Method of Destruction. 41 minutes from Impact Video. **$29.95**

**(#120A) Terrafirma2**
Incredible footage of Jeremy McGrath, Doug Henry, Steve Lamson, Robbie Reynard, Mike Metzger, John Dowd, Ezra Lusk, Ricky Carmichael, Pedro Gonzalez, and the late Donny Schmit. Soundtrack by Mad Season, Face to Face, Corrosion, Pennywise, and Sprung Monkey. 45 minutes from Fox Video. **$29.95**

**(#120B) Terrafirma 3**
Terrafirma is everything you'd expect in this series and MORE! More locations, riders and insanity! Filmed in France, Australia, Oregon, Utah, Maryland, Michigan, Tennessee, you'll see all the big names in motocross: Jeremy McGrath, Lamson, Metzger, Danny Ham, Dowd, Lee Hogan, Windham, Henry, Bradshaw, Ricky Carmichael. Over 30 minutes from Fox Video. **$29.95**

**(#120C) Terrafirma 4**
Produced by renowned snowboard filmmaker Mike Hatchet, filmed at secret locations in Chile and Canada. Other sites include Montana, Washington, Las Vegas, Southern California, Florida and the Bay Area. Riders include: McGrath, Metzger, Lusk, Windham, Torronteras, Carey Hart, Guy Perrette, Ian Pauluk, Brian McGavrin, and Andy Bowyer. Music by Testament, MD. 45, and Primus. 35 minutes from Fox Video. **$29.95**

**(#121) FLY**
Check out this spring' 96 release from Fox...featuring Fox stars Jeremy McGrath, Damon Bradshaw, Mike Metzger, Doug Henry, John Dowd, Kevin Windham, and Serge Guidetty, pulling off incredible aerial maneuvers at places like the Paris and Anaheim Supercrosses, Glamis Dunes, Secret Honda Test Tracks, White Sands, Ocotillo Wells and Gatorback. Music by Single Gun Theory, Eric B. & Rakim, Sprung Monkey, SNFU, NoFX, and Shelter. 35 minutes from Fox Video. **$29.95**

**(#122) Air Raid**
The first and foremost ragin' hardcore footage in motocross, snowboard, wakeboard, BMX and surfing ever compiled in one video. Air Raid is a jam-packed assault of free riding, tube rides, jumping, crashing, and dogfights, with an awesome soundtrack. 35 minutes from Fox Video. **$29.95**

**(#123) Jeremy McGrath / Steel Roots**
Highlights McGrath's incredible freestyle ability and his lifestyle as he shreds his way around the US throughout 1997. Insider look at candid and fun clips of McGrath, along with buds Jimmy Button, Mike Metzger, Guy Cooper, Grayson Goodman and Ryan Hughes. 35 minutes from Fox Video. **$24.95**

**(#130) Performance Bikes: Video Nasty**
Britain's biggest motorcycle magazine goes to video with a variety of sick, stupid, funny and dangerous ways of testing the fastest sportbikes on the continent. Features include viewer's crash videos, stuntmasters Gary Rothwell performing on his superbike, trials ace Jason Finn, group tests of 900 and 600 superbikes, the '96 Frenzy event, and more extreme superbike wheelies and stoppies than should be allowed on any pavement tape. 55 minutes from X-Factor. **$29.95**

**(#130A) Performance Bikes: Video Nasty 2**
The Performance Bikes guys do it again with 170 mph insane road action. Also an on-bike camera while a guy is doing 140 mph on a Paris freeway during rush hour traffic. Lots of the readers home videos including a police chase, tire shredding burn-outs and some goons doing wheelies on pizza delivery mopeds. Contains explicit language and content not appropriate for minors. 55 minutes from X-Factor. **$29.95**

**(#130B) Performance Bikes: Video Nasty 3**
"Lost in France" is the story of four bikes and four riders on a mad tear-up across France aboard the fastest bikes of '98, put to the test the way only Performance Bikes can. Insane road speeds and flat-out around a race track, also more of their reader's certifiable home videos. Contains explicit language and content not appropriate for minors. 57 minutes from X-Factor. **$29.95**

**(#131) Disturbing the Peace**
SMP presents a film by Pat Solomon which includes Seth Enslow, Jeff Emig, Brian Manley, Mike Jones, Larry Linkogle, Tim Ferry, Anthony Pocorobba and more, with a bizarre claymation series of scenes throughout. Soundtrack includes Suicidal Tendencies, Bad Religion, NOFX, Sublime and more. 35 minutes from X-Factor. **$29.95**

**(#132) Moto-XXX**
The debut video from Quick Fix Films featuring Mike Metzger, Kyle Lewis, Tommy Clowers, Brian Deegan, Jeff Emig and a whole cast of sick monkeys. Music by Lagwagon, Snuff, Good Riddance, NOFX, Strungout and more. Contains some explicit language and situations. 30 minutes by Quick Fix Films from X-Factor. **$29.95**

**(#132A) Moto-XXX 2: Hellraisers**
Quick Fix Films presents the sequel to the original Moto-xXx...living up to its image, this one's even more crazy than the first. Riders include Swink, Huffman, Taylor, Pichon, Willoh, Linkogle, Roncada, Pingree, Ramsey, and more. 32 minutes from X-Factor. **$29.95**

**(#133) Horizontal**
The first all-Aussie freestyle video features top Oz riders blasting dirt and sand dunes & getting massive air; also includes some watercraft and karting footage. Soundtrack includes tope Aussie bands. 32 minutes from X-Factor. **$29.95**

**(#133A) Horizontal 2**
The upside-down, sideways and hangin' out MX freestyle sequel from Down Under. Check out the Aussie Thumper Nat'ls., Jet Ski action, Shane Watts, Manjimup, Oz Supercross and more. Filmed in Western Australia, Queensland, New South Wales, Victoria, and South Australia regions. 40 minutes from X-Factor. **$29.95**

**(#134) Organ Donors**
Variety mixed with insanity is the theme of this video...Freestyle motocross, big wave watercraft action, snowmobiles blasting giant snow "dunes" in Alaska, big air on quads, trials tricks, and more. 40 minutes by Pat Solomon for Fusion Films, from X-Factor. **$29.95**

**(#135) 2 Stroke Cold Smoke**
These snowmobile guys have some screws loose. Nuts include Marc Canet, Jay Liska, Blair Morgan, Tracy Poole and lots of others. Also some very scenic locations in Alaska, Montana, Wyoming and Colorado. These guys actually pull off heel clickers and nac nacs while jumping their snowmobiles off 70 foot drop-offs. 54 minutes from X-Factor. **$29.95**

**(#136) Quatros Locos**
Remember what the original Crusty video did for free riding? This is the video that will do the same for quads. Until you see it, you have no idea what these guys can do. Filmed throughout the USA and in England and Thailand, you'll never dis these guys again. 30 minutes from X-Factor. **$29.95**

**(#142) Full Power Trip**
THOR Racing's benchmark 1997 video by Fusion Films, featuring Ryan Hughes, Larry Roeseler, Jeff Emig, Taylor, Antunez, Lewis, Willoh, Amaradio, Torronteras and more, filmed in Japan, Hawaii, Mexico, and downtown LA. 30 minutes from X-Factor Video. **$24.95**

**(#147B) Mud, Sweat & Gears**
Wall to wall action with flying mud, endos, loop-outs, and crashes. Footage from Ohio's Treaty City Peace Pipe Enduro shows it's a worthy successor to the gone-but-not-forgotten Blackwater 100. 60 minutes from Motovideo. **$24.95**

**(#150) Vidiots Anonymous**
Brian Manley, Jeff Willoh, Doug Parsons, Jeff Emig, Mike Cinqmars, Micky Dymond, and Ricky Carmichael, Super Joe Reed, Johnny Airtime, and more whip some seriously sick air in this vidiotic music video. Parental Advisory (Explicit Lyrics). 30 minutes from Thrust Productions. **$29.95**

**(#154) Mini Warriors**
This video features some of the nation's top mini-cycle champions ranging from 4 to15 years old. These kids show the world why they are the future crop of motocross stars. Also features former mini-cycle champion Jeff Emig. Other mini warriors include Jeff and Mike Alessi, Shane Bess, Ryan Morais and Jonathan Shimp. 60 minutes from X-Factor. **$29.95**

**(#1793) Evel Knievel's Spectacular Jumps**
From the legendary Caesar's Palace crash to him impossible attempt at Snake River Canyon, Evel Knievel earned his reputation as the world's bravest daredevil. Relive his greatest triumphs and his bone-breaking defeats with this spectacular collection of breathtaking motorcycle jumps. 30 minutes from White Star/Duke Video. **$19.95**

**(#1792) Evel Knievel: Last of the Gladiators**
The incredible story of the world's greatest daredevil as told by Evel Knievel himself! Reveals the true saga of a 20th century gladiator. 100 minutes from White Star/Duke Video. **$24.95**

**(#5268) Best of Havoc**
A great gift for any powersports fan. The craziest '80s crashes from Formula Ford, truck racing, motocross, road racing, Paris-Dakar, etc. 60 minutes from White Star/Duke Video. **$24.95**

**(#5271) Best of Havoc 2**
Over 200 contenders from nearly every 90's motorsport compete for "most spectacular wipeout". 60 minutes from White Star/Duke Video. **$24.95**

**(#5260) Bike Havoc**
Haslam, Schwantz, Lawson, Thorpe, Pons, Sarron, Gardner, etc. bomb out in spectacular style in over 150 incidents from road race GP's, IoM TT, MX, Drag Racing, Beach Races, Trials and Paris-Dakar. 55 minutes from White Star/Duke Video. **$24.95**

**(#5274) Havoc 14**
Over 200 of the most recent crashes and wipeouts from the accident-packed world of top class '90s motorsports & dirtbike sports, plus gems from the archives and thumping on-board accident footage. 60 minutes from White Star/Duke Video. **$24.95**

**(#2501) Crash Kings MX**
From motocross GP battlegrounds to max-attack schoolboy MX - is no one safe? 55 minutes from White Star/Duke Video. **$24.95**

**(#5143) Crash Kings Bikes**
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**(#5139) Crash Kings Bikes 2**
Over 180 wipe-outs from '90s Grand Prix, ice and Thunderbike racing with witty and well-informed commentary by Randy Mamola and Chris Carter. 60 minutes from White Star/Duke Video. **$24.95**

**(#5279) Crash Kings Bikes 3**
The most spectacular wipe-outs from the 1996-'97 Grand Prix. Excellent film quality, excellent commentary - crazy crashes! 60 minutes from White Star/Duke Video. **$24.95**

**(#5552) The Ultimate Ride**
Thrill-seekers only need apply as we strap you into over 20 unforgettable rides including the Tornado rollercoaster, GP bike, parachute, etc. 60 minutes from White Star/Duke Video. **$34.95**

**(#5556) Ultimate Ride 2**
Thirty explosive rides that will take your breath away! Nemesis rollercoaster, Europe's best aerobatics teams, Isle of Man TT, Ice Karting, Hot Rods & more. Hold on! 72 minutes from White Star/Duke Video. **$34.95**

**(176A) Crash Impact II**
Over 100 crashes & spectacular mishaps in a dozen categories of motorsports. 55 minutes from Powersports Video. **$24.95**

**(#137) Sandtraxx #3**
Nothin' but sand and quad ATV's in this look at the SoCal dune culture. 47 minutes from X-Factor. **$24.95**

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A film by Zeroed-In Productions, featuring Damon Huffman, Mike Craig, Casey Lytle, Kyle Lewis, Mike Cinqmars, Ray Sommo, Rich Taylor, and Mike Jones, Trigger Gumm, Jeff Willoh, Brian Ferrell, Shaun Perolio, Rusty Holland & Adam Pierce. Soundtrack by Anthrax, Testament, SNFU, RKL, Grip, Vicious Rumors, Bouncing Souls. 35 minutes from X-Factor. **$29.95**

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Covers: Trackside tuning; dialing in the bike for rider's style and track conditions; suspension; jetting; tire tuning; and gearing (includes on-board video). Featured experts are Kurt Hall, 18-time national sprint champion and national endurance champion; Lawrence Bolton of Dynojet; Jeff Johnston of Metzeler Motorcycle Tires; Dave Schlosser of Dutchman Racing; and Jim Leonard of Vance & Hines. 90 minutes from Diversified Media. **$44.95**

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Covers: Cleaning the motorcycle (products and finishes); winterizing and storage (lubricants, fuel system, carburetor, battery, bike finish and storing, apparel); prepping your bike for new season (inspection and servicing of tires, oils, fuel and starting). Featured experts are Rob Douglas of BIS Imports and Jeff Haynor, the series host. 60 minutes from Diversified Media. **$24.95**

## MOVIES

**(#138) Easy Rider**
This is the classic youth film of the 1960's which reflected the attitudes and longings of an entire generation. Two motorcyclists (Peter Fonda and Dennis Hopper) embark on a coast-to-coast odyssey in search of the real America. 94 minutes from Progressive Design. **$37.95**

**(#139) The Wild One**
What's Johnny rebelling against? "What have you got," he sneers as an angry young Marlon Brando scorches the screen in this powerful '50s cult classic. 79 minutes from Progressive Design. **$37.95**

**(#140) On Any Sunday**
Bruce Brown's classic 1971 film which covers virtually every form of motorcycle competition from the AMA's Grand National Tour to Motocross; Desert Racing to Ice Racing; the ISDT to the Widowmaker Hillclimb; the Bonnneville Salt Flats to the Elsinore Grand Prix- 90 minutes from X-Factor. **$44.95**

**(#140A) On Any Sunday II**
The follow-up to the original greatest motorcycle movie of all time. Close-up looks at the motorcycle stars of the mid-70's including Bruce Penhall, Brad Lackey, Bob Hannah, Kenny Roberts, and more at the top of their form. 90 minutes from X-Factor Video. **$29.95**

**(#141) Legacy**
Join Roger DeCoster, Bob Hannah, Jeff Ward and Rick Johnson as they reminisce about their careers and epic battles as this film threads its way throughout the evolution of motocross from it's roots in the early 70's to the star-studded 90's. No true motocross fan should be without this video. 70 minutes from X-Factor. **$34.95**

**(#181) Heavy Duty: 90 Years w/ H-D**
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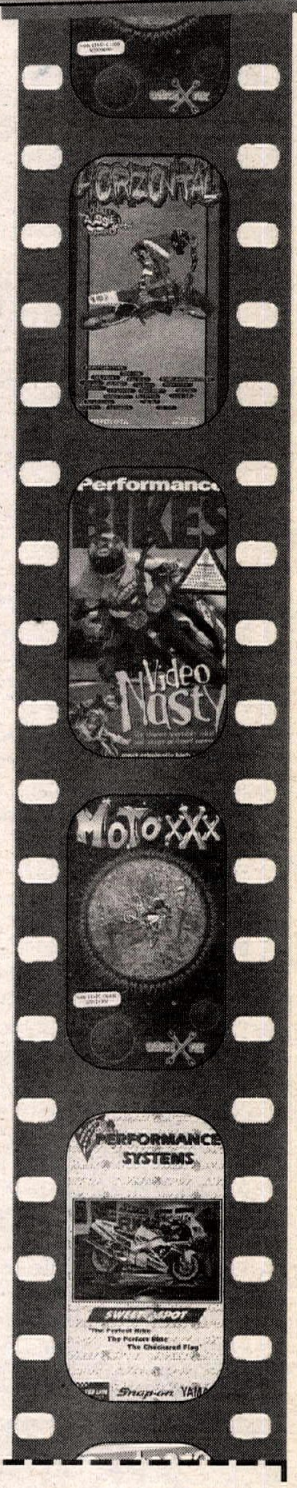


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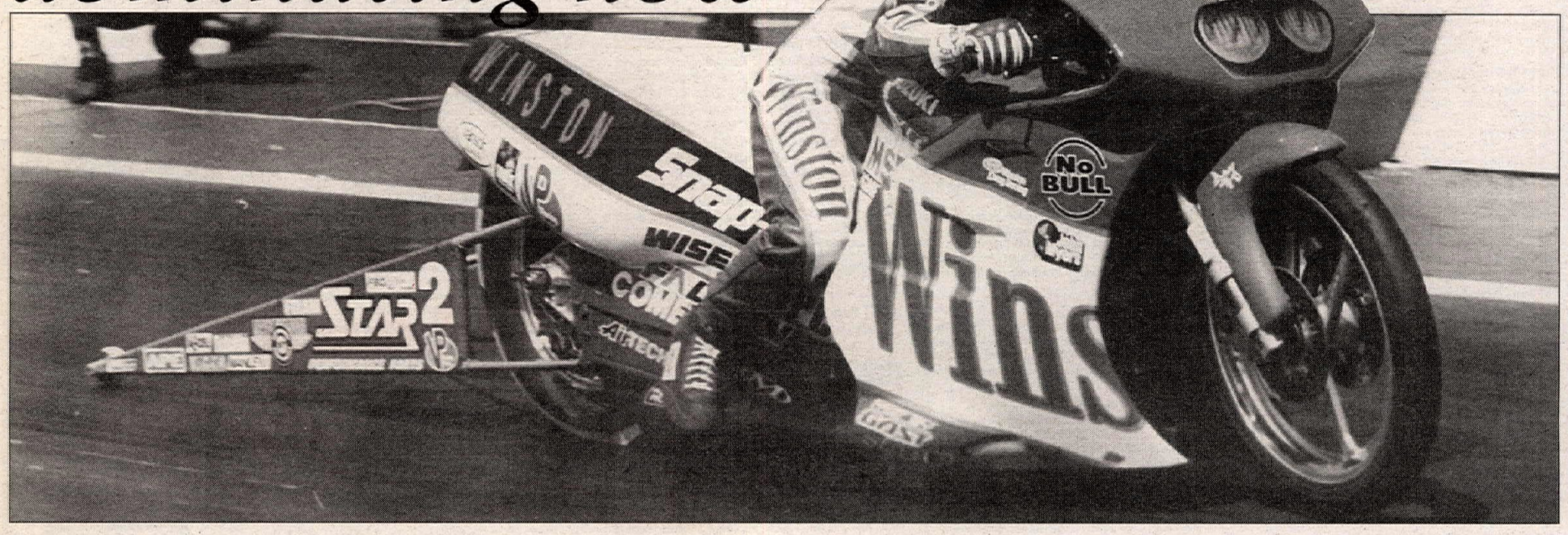
## Round 1: Gainesville Raceway

NHRA WINSTON DRAG RACING SERIES

# Look who's dominating now




**By Kevin McKenna**

GAINESVILLE, FL, MARCH, 18-21

Maybe, just maybe, things will be different this year after all.

After watching Matt Hines dominate the NHRA Pro Stock division for the better part of the last two seasons, fans who attended the season-opening Mac Tools Gatornationals got a shock when Team Winston's Angelle Seeling, not Hines, turned in a dominating performance to win the Gatornationals, the first of 14 races on the 1999 NHRA schedule.

Seeling and her Star Racing team tested extensively at Gainesville Raceway during the off-season, and their progress was evident early in qualifying as she stormed to a 7.27 to take the pole position, outqualifying Hines' new Eagle One Suzuki GSX-R by .02 of a second. The former registered nurse from New Orleans, Louisiana, only got stronger as eliminations began. With a cold front and a stiff tail wind providing optimum conditions, Seeling made the four quickest runs in the history of the class. The Winston rider capped it off with a 7.21 on her way to a final-round win over John Smith, who shattered the 190-mph barrier on his Anoka-Ramsey Sport Center Suzuki in round one and later posted an out-of-this-world 192.22 top speed.

"Between our two test sessions and the ProStar race here last month, we probably made 17 or 18 runs over the winter," Seeling said. "It paid off, because from the moment I got here, I felt comfortable on the bike, and I probably wouldn't have felt that way if I had just sat around all winter. Last year, we all got tired of watching Matt win every week, but even then, my crew never gave up. They just worked harder to catch up to him. They gave me the best bike here. I was just happy to be able to do my job and win this race for them."

Seeling's only trouble during the weekend came prior to Friday's first qualifying session, in which a leaking fuel line went undetected, dumping gasoline out of the carburetors and onto the pavement. With no fuel in the engine, the bike stumbled to an 8.77, but Seeling did not hurt the engine.

"We got lucky on that one," George Bryce, Seeling's team owner, said. "Ever since we got home from Pomona last November, we've been working on our engine program and our clutch setup. We also did a lot of work on the bike in order to make it easier for Angelle to ride. She had a lot of problems last year with red-lights, and not all of them were her fault. Now she has a lot more confidence on the bike, which was obvious to anyone who saw her ride this weekend."

From the opening round, it was also obvious that Seeling was going to be a handful, as she stopped rookie Chris Reuter's new Suzuki with a 7.22, the quickest NHRA-legal Pro Stock Bike run in history at the time. Seeling nudged the record again in round two with a 7.21-to-7.39 win over Larry Cook, earning a $1000 bonus as part of the MBNA World Record Club.

Seeling's closest battle came in the semifinals when she downed Antron Brown's Team 23 Suzuki, 7.24 to 7.25, in one of the closest races of the day. Brown, who finished seventh in the points battle in his rookie season, showed that he is ready to run at the front of the pack with Hines, Seeling and Smith after riding his Troy Vincent-owned Suzuki to the number-four qualifying spot and a pair of 7.24 runs in eliminations. The former college track star also joined Smith with a pair of 190-mph runs in eliminations.

"The bike bogged off the starting line; otherwise it might have gone quicker than a 7.24," Seeling said. "Our 60-foot time wasn't too good, which made that race a lot closer than it should have been. It was great for Antron to run that good. Obviously he's going to be tough this year."

While Seeling cruised to her sixth career NHRA national-event victory, Hines stumbled and failed to reach the final round for just the fourth time in the last 15 races. The reigning and two-time class champ never found the right combination for his brand-new Trac Dynamics-built chassis, and he fought handling problems before slowing in the semifinals against Smith.

"We tried a lot of things this weekend and nothing seemed to work," Hines said. "We did a lot of testing and solved a lot of our problems, but we didn't get all of the bugs worked out. If we had more time, we'd be able to fix our problems for sure, but we didn't have it together this weekend. Neither one of our two engines was right, and the new bike still needs some work. If we had our old bike here, we would have hauled ass, but that's not the way to get ahead in this class. The level of competition is way up this year, and we plan to stay ahead. We just had some teething problems this weekend."

In addition to his 190-mph heroics, Smith also recorded the three quickest elapsed times of his career, including a 7.27 in round two to beat six-time NHRA Pro Stock Bike champ Dave Schultz, and a 7.26 in the semis against Hines. Smith got the jump on Seeling in the final by four-hundredths of a second but came up short at the finish line by the impossibly small margin of four-thousandths of a second in a 7.22-to-7.26 thriller.

"Do you know how many places there are to find four-thousandths on one of these bikes?" Smith asked while contemplating his runner-up finish. "We struggled here and never really found the right setup until race day. After all the bad luck we had last year, I guess I can't be too upset about a runner-up finish, but there's definitely more left in the bike. If we have the power to run 192 mph, we have the power to run quicker e.t.s." CN

**(Above) Angelle Seeling not only won the Gatornationals, she also recorded the four quickest runs in the history of the Pro Stock Bike class, including an NHRA-record 7.21 on her Team Winston Suzuki. (Left) Seeling and the Team Winston/Star Racing gang celebrated her sixth career victory. She also leads the points standings for the first time in her career.**

**Gainesville Raceway**
**Gainesville, Florida**
**Results: March 18-21 (Round 1 of 14)**

PRO STOCK FINAL: 1. Angelle Seeling (Suz) 7.22, 185.79; 2. John Smith (Suz) 7.26, 189.18.

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## Mosier Valley USA

GNC INTERNATIONAL MX FINAL

# Buckelew takes aim

By Tony Alessi

MOSIER VALLEY, TX, MAR. 19-20

Team Yamaha's Justin Buckelew took aim, pulled the trigger, and won the showdown at the 23rd running of the GNC International MX Final at Mosier Valley USA. Buckelew sewed up the 125cc Expert-class overall victory with a win in the second moto, which was preceded by a third-place performance in the first moto. Fellow Yamaha rider Ivan Tedesco ended up taking runner-up honors, followed by Josh Demuth and Matt Walker.

The first moto didn't go as smoothly as Buckelew would have liked.

"Well, things kind of went bad right away," Buckelew said. "First, my Roll-Offs stuck and broke; then my front-brake rotor must've got bent in one of those deep ruts and caused my front wheel to lock up over most every jump."

While Buckelew was busy dealing with his problems, Bryan McGavran was happily leading the way, but this would not last for too long. Like Buckelew, McGavran began experiencing brake problems - problems bad enough to induce a fall.

"My rear brake was sticking, and it caused me to crash," said McGavran, who was celebrating his 17th birthday.

Demuth suddenly found himself in the lead, and he was fast enough to hold it to the finish. Tedesco, meanwhile, had settled into second and he finished out the race in the same position. Buckelew worked through his difficulties to finish third.

McGavran picked up where he left off in moto one with another holeshot in the all-important second moto. He then opened up a comfortable lead, while Buckelew and Tedesco engaged in a battle for second.

The battle, however, was brief, as Buckelew sliced up the inside of a high-speed ski jump and made the pass for second. Shortly thereafter, Buckelew set his sights on McGavran and reeled him in.

Then, McGavran started experiencing more mechanical problems.

"My bike started to get slower and slower," McGavran said. "Then it started seizing up."

McGavran's machine deteriorated rapidly and eventually ground to a halt.

With McGavran out of the running, Buckelew was able to click it into cruise control, and he styled to the victory and the overall win.

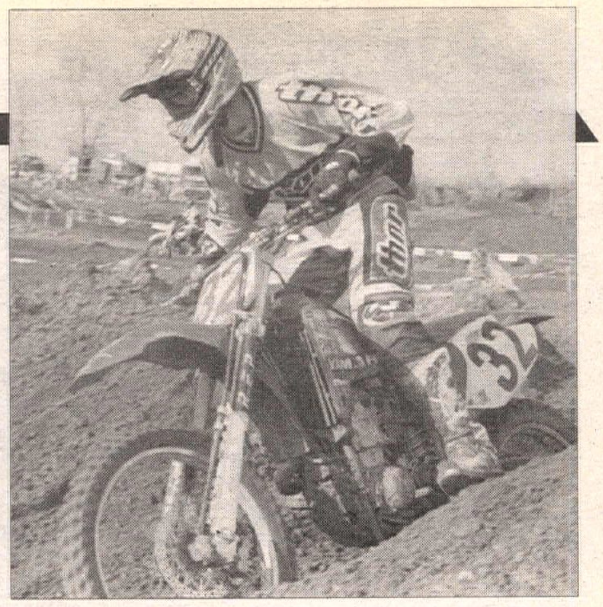
"I'm still learning more every time I race a 125," the former mini ace said. "I am still learning how far I can push it."

Tedesco crossed the finish line in second place, while first-moto winner Demuth, who battled back after a first-turn crash, finished third.

In other class action, Johnny Marley was the top finisher in the 125cc Open class. Marley raced closely with Chase Reed in the first moto until the latter experienced problems.

"Reed kind of fell over in one of those deep turns," Marley said. "It was easy from there."

(Above) Justin Buckelew scored the 125cc Expert-class win at the GNC International MX Final at Mosier Valley in Texas. (Left) Shane Bess rode to victory in the 80cc (14-16) Stock class.



The second moto saw Aaron Lindsay pull a surprise holeshot and lead the race from gate to flag. Jonathan Shimp finished second, while Marley took third despite overjumping a large step-over jump and breaking his nose. Marley's 1-3 topped Shimp's 3-2 and Reed's 2-5.

The mini classes provided plenty of great racing during the week, and after all was said and done, Arizona's Michael Blose reigned supreme. Blose recorded three out of four moto wins en route to victory in both the 80cc (14-16) and Supermini classes.

Perhaps the most unexpected winner of the week came from the 80cc (12-13) Modified class when newcomer Jimmy Nelson shot down heavy favorite James Stewart in both motos. Stewart, however, rebounded with wins in both the 80cc Stock (12-13) and 100cc classes.

One of the most successful Mini riders was young Zach Osbourne. The 8-year-old son of NHRA drag racer Mark Osbourne recorded five class wins aboard his 50cc KTM machine. Osbourne tallied a record seven moto wins, and he would have had an eighth had it not been for Cole Seely, who waited until the final moto of the day to broadcast his abilities. He ran away with the final 65cc (6-8) Modified race.

Florida's Davi Millsaps and California's Mike Alessi shared the top spot on the podium in the 80cc (7-11) classes. Millsaps owned the Stock (7-11) contest, leading every lap of each moto, while Alessi topped the Modified (7-11) class. Alessi also took another two class titles: the 60cc (9-11) Stock and Modified divisions.

Pee Wee Blake Baggett made his journey from California pay off by going four for four in the 50cc (4-6) division. Baggett, however, was kept honest by AMA Loretta Lynn Champion Forrest Lane, who was never far off the pace. **CN**

**(Above left) Bryan McGavran (31) was a top runner in the 125cc Expert class until his bike stopped running.**
**(Above right) Josh Demuth took the 250cc Expert-class win.**
**(Left) Blake Baggett (179) topped the 50cc (4-6) class.**
**(Below) Zach Osbourne came away with a total of five class wins in the 50cc (7-8) divisions.**

**Mosier Valley USA**
**Mosier Valley, Texas**
**Results: March 19-21**

**P/W 50/JR 50 (4-8):** 1. Alex Mennenga (Yam); 2. Forrest Lane (Yam); 3. Jacob Escobedo (Yam); 4. Blaine Goode (Yam).

**TEENY MINI STK (4-6):** 1. Blake Baggett (Cob); 2. Joseph Tarver (Cob); 3. Zeb Smith (Cob); 4. Alex Mennenga (Yam); 5. David Meade (Cob).

**TEENY MINI MOD:** 1. Blake Baggett (Cob); 2. Forrest Lane (Cob); 3. Joseph Tarver (Cob); 4. David Meade (Cob); 5. Cody Braswell (Cob).

**TEENY MINI STK (7-8):** 1. Zach Osbourne (KTM); 2. D.J. Ellis (KTM); 3. Dominic Izzi (Cob); 4. Ricky Davis (Cob); 5. Brandon Willis (Cob).

**TEENY MINI MOD (7-8):** 1. Zach Osbourne (KTM); 2. Jake Erickson (Cob); 3. Colton Maynard (Cob); 4. Dominic Izzi (Cob); 5. Trey Canard (Cob).

**S/TEENY MINI (6-9):** 1. Zach Osbourne (KTM); 2. Colton Maynard (Cob); 3. Jake Erickson (Cob); 4. Kyle Keylon (Cob); 5. Mike Meade (Cob).

**MINI MINI BEG (6-11):** 1. Sean Baird (Kaw); 2. Jeff Simmons (Kaw); 3. Michael Perry (Kaw); 4. Kasey Fisher (Kaw); 5. Nico Dollar (Kaw).

**MINI MINI STK (6-8):** 1. Zach Osbourne (KTM); 2. Joseph Marburger (Kaw); 3. Cole Seely (KTM); 4. Wil Hahn (Kaw); 5. Trey Canard (Kaw).

**MINI MINI MOD (6-8):** 1. Zach Osbourne (KTM); 2. Cole Seely (KTM); 3. Levi Gilliam (Kaw); 4. Will Hahn (Kaw); 5. Colton Maynard (Kaw).

**MINI MINI STK (9-11):** 1. Mike Alessi (Kaw); 2. Dennis Jonon (Kaw); 3. Michael LaPaglia (KTM); 4. Cody Gilmore (Kaw); 5. Chase Revell (Kaw).

**MINI MINI MOD (9-11):** 1. Mike Alessi (Kaw); 2. Cody Gilmore (Kaw); 3. Kyle Keylon (Kaw); 4. Michael LaPaglia (KTM); 5. Ronny Jackson (Kaw).

**MINI JR BEG (7-11):** 1. Kyle Petrie (Kaw); 2. Sean Baird (Kaw); 3. Jake Weave (Suz); 4. Mick Disotell (Kaw); 5. Colby Long (Kaw).

**MINI SR BEG (12-15):** 1. Bubba Richey (Yam); 2. Jed Kenny (Yam); 3. Tyler Ellis (Hon); 4. Justin Malcolm (Kaw); 5. Joe Wilson (Suz).

**MINI STK (7-11):** 1. Davi Millsaps (Suz); 2. Kyle Chisolm (Kaw); 3. Dennis Jonon (Kaw); 4. Michael LaPaglia (Suz); 5. Lance Hollister (Kaw).

**MINI JR MOD (7-11):** 1. Mike Alessi (Kaw); 2. Dennis Jonon (Kaw); 3. Cody Dickey (Kaw); 4. Lance Hollister (Kaw); 5. Edward Herring (Kaw).

**MINI STK (12-13):** 1. James Stewart (Kaw); 2. Bryan Johnson (Suz); 3. Jimmy Nelson (Yam); 4. Jonathan Kerr (Kaw); 5. Matthew Burris (Yam).

**MINI SR MOD (12-13):** 1. Jimmy Nelson (Yam); 2. Shane Lusk (Hon); 3. James Stewart (Kaw); 4. Jonathan Kerr (Kaw); 5. Matthew Burris (Yam).

**MINI STK (14-16):** 1. Shane Bess (Suz); 2. Gene Stull (Suz); 3. Chad Ward (Yam); 4. Colt Humphrey (Hon); 5. Waylon McCullock (Yam).

**MINI SR MOD (14-16):** 1. Michael Blose (Yam); 2. Gene Stull (Suz); 3. Joshua Hansen (Yam); 4. Chad Ward (Yam); 5. Shane Bess (Suz).

**MINI OPEN (7-16):** 1. Michael Blose (Yam); 2. Colt Humphrey (Hon); 3. Brandon Beabout (Kaw); 4. Shane Lusk (Hon); 5. Shane Bess (Suz).

**100 (0-16):** 1. James Stewart (Kaw); 2. Colt Humphrey (Hon); 3. Gene Stull (Suz); 4. Derek Kemp (Hon); 5. Chad Cook (Kaw).

**125 BEG:** 1. Jason Baker (Yam); 2. Kevin Simmons (Kaw); 3. Ross Brian (Yam); 4. Kevin Lizarraga (Yam); 5. Josh Honea (Hon).

**125 STK NOV:** 1. Jeremy Durrett (Kaw); 2: Dusty Fountain (Suz); 3. Richie Owens (Yam); 4. Geoffrey Mayfield (Yam); 5. Adam Burris (Yam).

**125 NOV MOD:** 1. Geoffrey Mayfield (Yam); 2. Mike Odom (Hon); 3. Brian Sullivan (Yam); 4. Dusty Fountain (Suz); 5. Adam Burris (Yam).

**125 SCHBY:** 1. Chase Reed (Yam); 2. Ryan Morais (Yam); 3. Sean Hamblin (Yam); 4. Chad Johnson (Kaw); 5. Johnny Marley (Yam).

**125 OPEN:** 1. Johnny Marley (Yam); 2. Jonathan Shimp (Yam); 3. Chase Reed (Yam); 4. Sean Hamblin (Yam); 5. Chad Johnson (Kaw).

**125 STK INT:** 1. Chase Reed (Yam); 2. Johnny Marley (Yam); 3. Ben Riddle (Kaw); 4. Aaron Lindsey (Yam); 5. Jonathan Shimp (Yam).

**125 INT MOD:** 1. Ryan Morais (Yam); 2. Sean Hamblin (Yam); 3. Ben Riddle (Kaw); 4. Kyle Farnell (Suz); 5. Adam Mennenga (Kaw).

**125 EX:** 1. Justin Buckelew (Yam); 2. Ivan Tedesco (Yam); 3. Josh Demuth (Yam); 4. Matt Walker (Yam); 5. Brad Woolsey (Kaw).

**250 BEG:** 1. Jason Baker (Yam); 2. Chuck St. Romain (Kaw); 3. Shawn Hrabal (Kaw); 4. Mark Jackson (Kaw); 5. Clif Hoyt (Yam).

**250 STK NOV:** 1. Mike Odom (Hon); 2. Rocky Fleming (Yam); 3. Andy Oppenheim (Kaw); 4. Ryan Shernaman (Yam); 5. Randy Rector (Yam).

**250 NOV MOD:** 1. Mike Odom (Hon); 2. Jon Schultz (Yam); 3. Kevin McGowen (Yam); 4. Randy Rector (Yam); 5. Ryan Shernaman (Yam).

**250 STK INT:** 1. Ben Riddle (Kaw); 2. Chase Reed (Yam); 3. Andrew Short (Kaw); 4. Kyle Farnell (Suz); 5. Derek Gerdes (Hon).

**250 INT MOD:** 1. Andrew Short (Kaw); 2. Kyle Farnell (Suz); 3. Steve Sullivan (Yam); 4. Nathan Hale (Yam); 5. Derek Gerdes (Hon).

**250 OPEN:** 1. Chad Johnson (Kaw); 2. Chris Cooley (Kaw); 3. Chris Husack (Hon); 4. Randall Williams (Yam); 5. John Morton (Yam).

**250 EX:** 1. Josh Demuth (Yam); 2. Brad Woolsey (Kaw); 3. Matt Walker (Yam); 4. Bryan McGavran (Yam); 5. Austin Squires (Suz).

**500 OPEN:** 1. Justin Brusseau (Yam); 2. Brad Schultz (Kaw); 3. Ryan Shoaf (Yam); 4. Mike Klement (KTM); 5. David Lux (Kaw).

**25+ NOV:** 1. Mike Shirley (Kaw); 2. Orion Turbyfill (Hon); 3. Denny Garley (Yam); 4. John Lincoln (Kaw); 5. Scott Ross (Yam).

**25+ INT:** 1. Jeff Long (Kaw) 2. Steve Hill (Yam); 3. Gary Gorham (Yam); 4. Steve Dennis (Suz); 5. Darren Brawn (Kaw).

**25+ EX:** 1. Austin Squires (Suz); 2. Bryan Emig (Kaw); 3. Wendell Simmons (Yam); 4. D.L. Wood (Kaw); 5. Dwain Carter (Yam).

**30+ NOV:** 1. John Lincoln (Kaw); 2. Orion Turbyfill (Hon); 3. Anthony Dobbratz (Hon); 4. Scott Ross (Yam); 5. Richard Lizarraga (Yam).

**30+ INT:** 1. Jeff Long (Kaw); 2. John Portman (KTM); 3. Steve Hill (Yam); 4. Jef Harriott (Kaw); 5. Randy Nerren (Hon).

**30+ EX:** 1. D.L. Wood (Kaw); 2. Wendell Simmons (Yam); 3. Bryan Emig (Kaw); 4. John Lundy (Suz); 5. Mike Klement (KTM).

**35+:** 1. John Lundy (Hon); 2. John Portman (KTM); 3. Jef Harriott (Kaw); 4. Randy Nerran (Hon); 5. Adam Cox (Kaw).

**40+:** 1. Steve McCombs (Yam); 2. Larry Morton (Yam); 3. Jef Harriott (Kaw); 4. Michael Burke (Kaw); 5. Randy Nerren (Hon).

**50+:** 1. Jack Siegrist (KTM); 2. Tim Anstice (Hon); 3. Whitney Fanning (Kaw); 4. David Bibby (KTM).

**WMN:** 1. Jessica Patterson (Kaw); 2. Tania Satchwell (Kaw); 3. Kristy Shealy (Kaw); 4. Angie Keuntjes (Kaw); 5. Shelly Kann (Yam).

**(Right) Andrew Short ruled the 250cc Intermediate Modified class. (Far right) Ben Riddle was the 250cc Intermediate Stock-class winner.**

# Antunez wraps it up

By John Silva

SAN JOSE, CA, MAR. 19-20

The champagne flowed in San Jose as Buddy Antunez clinched his third consecutive Arenacross title before 10,000 fans who were on hand for the penultimate rounds of the AMA PJ1 National Arenacross Series. The event marked the series' first visit to the San Jose Arena, a.k.a. "the Sharkpit." And Antunez made it a memorable one by winning three out of four main events to clinch his third arenacross title.

After winning the 125cc main on Friday evening, Antunez, on his Ed Longacre-tuned Primal Impulse/Bill's Pipes Suzuki RMs, had to settle for second in the 250cc main behind Jeromy Buehl, bringing an end to a streak of nine main-event wins. But the consistent podium visits that have been the hallmark of Antunez's entire season gave him enough points to make the title a certainty *if* he could simply qualify for either of Saturday's main events. Needless to say, Antunez did this with ease, taking a win in the 125cc heat and locking the title up tight. But Antunez didn't show any signs of complacency, as he rode every heat and main as if going for the win.

"I'm a racer, and I come out here to race every weekend, so I want to finish up at the front," Antunez said. "But in the back of my mind, I want to play it smart and win the championship."

Also consistently making the podium over the weekend was Thor/Tuf Racing Honda star Denny Stephenson, who matched his teammate Buehl, with three podium visits each.

Mike Jones also made it to the podium with a third place in Saturday's 250cc main. Jones had a lucrative weekend despite riding with an injured hand, soldiering on to win the Jump-Off contest on both nights and Saturday's Dash For Cash. Stephenson was the previous night's DFC winner.

Making the podium for the first time was Tom Hofmaster, who has always been one to be in the thick of things throughout the series. Hofmaster has had an especially strong showing in the final rounds of the season, capped by a third place in Saturday's 125cc main. In addition, Hofmaster finished in the top 10 in every main and padded his points lead over Jim Chester, his seasonlong rival, for seventh in the standings.

With the title in hand heading into the Arenacross series finals in Salt Lake City next week, Antunez was already preparing for his next major challenge.

"I practice and train with Nathan Ramsey, and I believe that will help me quite a bit for the last three supercrosses," Antunez said. "I'm really looking forward to it."

Another near certainty following the San Jose event was the likelihood that the Thor/Honda/Tuf Racing team would take home second and third for the season, thanks to the efforts of Buehl and Stephenson. Although Stephenson could still overtake Buehl for second in the points, it would have to come at the expense of his teammate, in the form of some sort of catastrophe for Buehl.

"Through the process of elimination, we seem to be the top guys," laughed Stephenson. "We were always second or third, at least. Our Hondas have been working really well all year, and it's nice that we can put in a good team showing for the sponsors."

"As long as I make the mains next week," said Buehl, "second in the series is mine - but my goal is to win as many as possible. We've got a good team and some great sponsors. They want us on the podium every week, and we try to do that."

### FRIDAY

KTM's Lance Smail showed he was a force to be reckoned with by starting things off with a 125cc heat-race win. The versatile racer from Washington has adapted well to the unique rigors of arenacross.

"At first, they (KTM) weren't sure (about Smail racing arenacross), but then it was like, 'Okay, let's see what you can do.' Now they're behind me 100 percent."

Antunez and Jones also came into the 125cc main with heat-race wins under their belts. Riding on the crest of an eight-event sweep, and with the championship within his grasp, Antunez expressed his confidence going into his first 125cc main.

"Eight in a row - it's been going pretty well for me," Antunez said. "This weekend I'm not putting any emphasis on the streak. I'm happy with eight. My Bill's Pipes/Primal Impulse Suzukis have been working great for me. Ed Longacre, my mechanic, has done a great job, and everything has just fallen into place."

When the 125cc main got under way, Antunez grabbed the holeshot, with Stephenson, Jones, Smail, Buehl, DeHaan, Scott Davis, Jeff Pestana and the rest of the pack in tow. Davis and Pestana immediately tangled in the whoops, losing time on the leaders - especially Antunez, who was quickly roosting away.

Smail was at the tail end of the lead group and made some aggressive moves, most noticeably in the whoops. He soon passed DeHaan.

"I got off the line pretty good but I started riding tight in the whoop-de-doos and Smail got by me," DeHaan said. "Then I went off the track. I'll get loosened up."

Smail next went after Jones, and they battled for a while. Then Chad Pederson swapped in the whoops and crashed out of the race, taking Daniel Blair out with him.

About midrace, Antunez mistimed the whoops, and Stephenson and Buehl closed right in. They went after Antunez and a seesaw battle ensued. Antunez would squirt away over the jumps, only to have the two Honda riders close in again.

Despite a few minor bobbles in the whoops, Antunez held his advantage as he threaded through lapped traffic. As the race wound down, Buehl got by Stephenson and pulled away from his teammate.

On the last lap, Mike Jones bailed and was slightly shaken up. He still managed to finish the race.

At the checkered flag, Antunez won by a bike length over Buehl, followed by Stephenson, Rand, Hofmaster, Smail, Chester, DeHaan, Pestana and Hageman.

Antunez was going for his ninth straight win when they lined up for the 250cc main, and, as the pack entered the whoops on the first lap, Buehl hooked up and rocketed into the lead.

"Buehl got a great start, and I got out around fourth," Antunez said of the start. "I just wasn't able to make any time on him, because the track was real fast."

Once out in front, Buehl turned it on in an all-out effort to distance himself and his bike from the pack.

"My Tuf/Thor Honda gave me a great start, and after that, it was just having a lot of fun," Buehl said. "I really wasn't getting any pressure, so I was just out there, riding my own race. The first 10 laps, I was pushing really hard, trying to get some distance. After that, I just tried to ride my own race, have fun, and get to the finish as fast as I could."

Antunez, meanwhile, had quickly climbed into third but was just as quickly demoted back to fourth by a charging Jones. Jones then flew past Stephenson and into second behind Buehl, making the front order Buehl, Jones, Stephenson, Antunez, Rand, Hofmaster, Smail, Pederson, DeHaan and Chester.

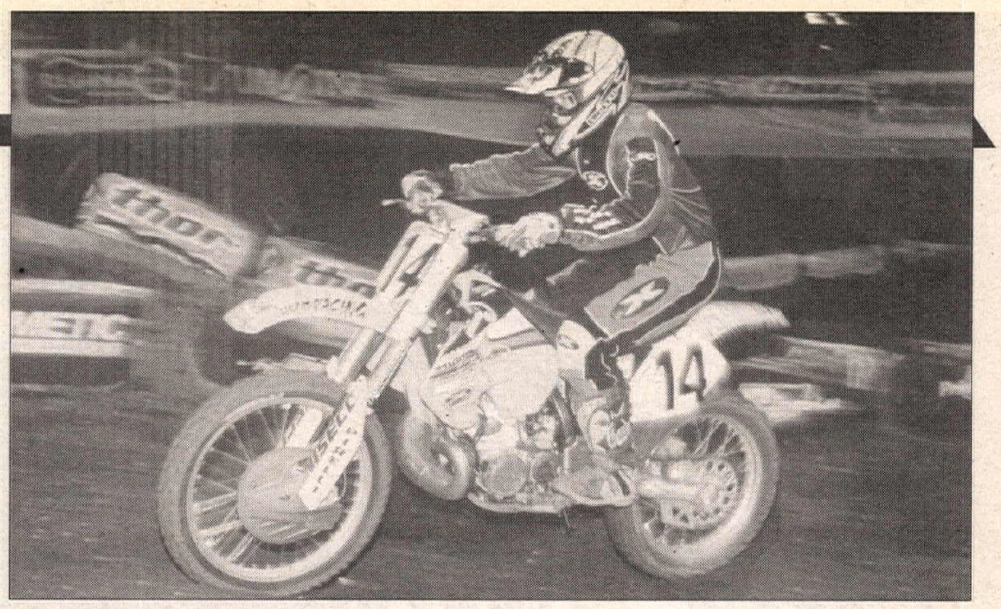
As the race progressed, Buehl throttled away while the others battled among themselves. Rand had an especially heated exchange with Antunez, many times racing side by side.

In the closing laps, the strain of holding on against the onslaught caught up to Jones, who lost his grip on the bars coming off the triple jump section and landed hard and out of shape. Jones pulled over to the edge of the track, handing third to Antunez. Once again, the injured Jones circulated the track slowly and headed for the pits.

The racing tightened up behind the leaders, as the close racing continued all through the top 10. Hofmaster and DeHaan were paired up and working on DeHaan, Smail and Pestana in a wild contest for fifth through ninth, with Chester racing just a short distance behind. Smail finally got the measure of them all in the final seconds by virtue of his superior speed in the whoops, moving into the top five, with Pestana, Hofmaster and DeHaan close behind. Chester and Pederson rounded out the top 10.

Up front, Antunez finally caught

**Buddy Antunez clinched his third Arenacross title at the San Jose Arenacross.**



(Left) Jeromy Buehl (5) leads Antunez. Buehl ended Antunez's win streak in Friday night's 250cc main.
(Above) Tom Hofmaster found his way onto the podium for the first time all season with a third-place finish in Saturday night's 125cc main.

Stephenson and made a late-race charge. The Suzuki rider set up the pass by moving next to Stephenson in the whoops and then diving under him in the following turn. Then the white flag came out.

Despite the late-race charge by the series champ, Buehl had too much of a lead to be stopped and took the win over Antunez and Stephenson, with Rand staying in the race right to the end.

"My hat's off to Jeromy Buehl for winning," Antunez said. "Denny (Stephenson) and I gave a hard charge toward the end of the race, but there was no catching Buehl. I'm happy with everything. We look good for the championship, and that's the main point."

"It was good to break the streak here in San Jose," said Buehl. "Buddy has a good points lead on me, and he's been riding good all year, but I want to come out and try to win the last few races."

When the evening's points were tallied, Buehl's victory only postponed the inevitable, with Antunez sitting a scant two points away from the title.

### SATURDAY

After finishing fourth in both main events the previous night, Rand would end up sitting out Saturday's racing action after injuring himself in a crash during practice.

"I landed with my foot out in front of the handlebars," Rand said. "When I hit the ground, I bounced about three feet in the air, like a rag doll. They were worried about possible internal injuries, so I saw one of the San Jose Sharks' doctors. They told me it's just a really deep bruise."

The celebrations started before the main event got under way, when Antunez clinched the series championship after qualifying for both feature races.

"It's for sure now, it's official," said Antunez during a brief celebration held at the conclusion of the heats. "But there is still big money up for grabs, and I want to show my fans I always give 150 percent when I'm out on the motorcycle. Suzuki and Bill's Pipes pay me to race, and that's just what I'm gonna do."

And that's just what Antunez did, getting out ahead of Hofmaster, Buehl, Smail, Chester, Davis, Stephenson, DeHaan, Jones, Pestana and the rest of the riders in the 125cc main. Antunez tried to run off and hide, but he couldn't build a lead, as Hofmaster and Buehl stayed right with him. Meanwhile, Stephenson was trying to make up time after a slow start, and he passed Davis and Chester while closing the gap on the leaders.

Buehl kept the pressure on Hofmaster, forcing a bobble by Hofmaster that let Buehl slide into second. From there, the Honda racer promptly closed in on Antunez and was looking for a way around him. Buehl soon dived to the inside and contact was made, but not enough to cause a crash. Antunez railed the following corner to once again take command of the lead position. From there, Antunez went on to take the win.

Hofmaster, meanwhile, stayed close to the Antunez-Buehl struggle while holding down third. By midrace, it was clear that the top three positions were set.

Behind them, however, Stephenson was still trying to get around Smail, and he finally succeeded two laps from the end.

Further back in the pack, Jones was holding his own in the top 10 when he lost his grip - again - in the whoops and was separated from his Kawasaki. As Davis and others roosted by him, a battered Jones slowly remounted and rode one-handed to the finish line.

"I just can't hang on; I just can't hang on," said Jones, while holding his taped and swollen hand in the air. It appeared that Jones' weekend was over; his mechanic knew otherwise.

"He (Jones) is gonna keep riding anyway," said tuner Chris Kibby. "Unless it (Jones' injured arm) is amputated, he's gonna ride, even if we have to tape it to the bars. He never quits."

Back on the track, Stephenson, once clear of Smail, put it into overdrive and went on a mad dash to catch the leader. He closed the gap and started knocking on Hofmaster's door. Then the white flag flew. It was close as they headed for the checkered flag, but Hofmaster stayed aggressive to the last second and earned a spot on the podium with winner Antunez and runner-up Buehl.

"I was definitely riding aggressive tonight," said Hofmaster. "I told myself I was going to race hard tonight and get on the podium, and that's what I did. Denny was catching me toward the end, but I just rode from the heart and gave it all I had."

"I got held up at the start," said Stephenson, "so by the time I caught Tommy (Hofmaster), the race was over. I'll get 'em next time."

Northern Californians Davis, Pestana and Blair rounded out the top 10.

Amazingly, Jones came out and won the evening's Jump-Off contest, and then took the holeshot in the 250cc main ahead of Antunez, Buehl, Stephenson, DeHaan, Hofmaster, Smail and Pestana close behind. Pestana, however, was an early casualty, crashing out of contention on the second lap.

Buehl hounded Antunez and then took second place in the whoops when Antunez lost his momentum. Once around Antunez, Buehl set his sights on Jones. Jones led the race for several more laps, as Buehl hovered in second. Buehl finally found an opening, outjumped Jones over the Catapult Jump and bounced by him in the following turn. Shortly thereafter, Antunez also slipped by Jones to move into second place. A few laps later, Stephenson also charged past Jones.

A hot battle for fifth between DeHaan and Hofmaster erupted, as they traded paint around the race track. After several laps, Hofmaster worked free and bought himself some breathing room. Then DeHaan had Smail breathing down his back. DeHaan's defense held up, however, as he managed to keep Smail at bay.

Up front, Buehl held a two-second lead on Antunez, with Stephenson another couple of seconds back in third. Suddenly, trouble began for Buehl when he had a rough landing off one of the jumps.

"I got by everyone finally and started to pull a little bit of a lead," Buehl said. "Then I made a mistake over the big double - I was messing with my clutch, trying to adjust it in the air. I didn't get my hands back situated in time and went way up almost over the berm. Buddy was right on me then and I tensed up. I was riding tense, went sideways in the whoops and went off the track. I didn't fall, but the bike just shot to the left and that's all it took."

According to Antunez, it was "all strategy."

"I'd like to say I was putting some pressure on him, and that's what caused him to bobble a bit," Antunez said. "I was right there to capitalize on it."

"Buehl was leading but bounced out in the whoops and shot off the track," said Stephenson. "I got into second, but the leader (Antunez) was quite a bit ahead of me. I reeled him in and got a little second life in me."

As the race wound down, Hofmaster slipped and dropped several positions, and Smail also slid out while trying to make a last-minute charge. Seconds later, Stephenson nearly crashed when he slid out in a turn while trying to squeeze past Antunez.

"Once I was behind Buddy, I was right on him, but he just didn't make any mistakes where I could pass him," Stephenson said. "The last lap, I tried running in there inside on him, but I just couldn't quite get by him. I just had a tough time dealing with that last corner."

In a final push, Stephenson pulled beside Antunez as they sped through the whoops. Antunez's Suzuki took a bad hop, throwing Antunez high in the air. Somehow, Antunez returned to earth just in time to jam around the corner and slam the door on Stephenson. Buehl also tried to return to the front in the final moments but was held to fourth by a very determined Jones. After a dash to the finish line, the final order read Antunez, Stephenson and Jones.

"I'm happy with the podium," said Jones. "I never give up. I just went out and rode the best I could. I feel I deserve the third-place finish after all the dirt cookies I've been eating."

As the champagne flowed, Mike Kidd presented Antunez with his third National Champion number-one plate.

"I'd like to thank Mike Kidd, all the workers, and the fans for making this really fun racing possible," Antunez said. "It's been a fantastic three years." CN

**San Jose Arena**
**San Jose, California**
**Results: March 19-20**
**(Rounds 31 & 32 of 34)**

**Friday**

**125 EX:** 1. Buddy Antunez (Suz); 2. Jeromy Buehl (Hon); 3. Denny Stephenson (Hon); 4. Greg Rand (Kaw); 5. Tom Hofmaster (Suz); 6. Lance Smail (KTM); 7. Jim Chester (Suz); 8. Doug DeHaan (Kaw); 9. Jeffrey Pestana (Suz); 10. Harold Hageman (Suz); 11. Scott Davis (Kaw); 12. Carter Gurnee (Suz); 13. Mike Jones (Kaw); 14. Chad Pederson (Suz); 15. Daniel Blair (Yam);

**250 EX:** 1. Jeromy Buehl (Hon); 2. Buddy Antunez (Suz); 3. Denny Stephenson (Hon); 4. Greg Rand (Kaw); 5. Lance Smail (KTM); 6. Jeffrey Pestana (Suz); 7. Tom Hofmaster (Suz); 8. Doug DeHaan (Kaw); 9. Jim Chester (Suz); 10. Chad Pederson (Suz); 11. Harold Hageman (Suz); 12. Zeb Armstrong (Yam); 13. Erik Jansen (Suz); 14. Mike Jones (Kaw); 15. Jason Strong (Hon).

**DFC:** 1. Mike Jones (Kaw); 2. Greg Rand (Kaw); 3. Buddy Antunez (Suz); 4. Jeromy Buehl (Hon); 5. Denny Stephenson (Hon); 6. Chad Pederson (Suz).

**JUMP-OFF:** 1. Mike Jones (Kaw); 2. Harold Hageman (Suz); 3. Greg Rand (Kaw); 4. Kenny Bell (Yam).

**Saturday**

**125 EX:** 1. Buddy Antunez (Suz); 2. Jeromy Buehl (Hon); 3. Tom Hofmaster (Suz); 4. Denny Stephenson (Hon); 5. Lance Smail (KTM); 6. Jim Chester (Suz); 7. Doug DeHaan (Kaw); 8. Scott Davis (Kaw); 9. Jeffrey Pestana (Suz); 10. Daniel Blair (Yam); 11. Hawk White (Suz); 12. Harold Hageman (Suz); 13. Mike Jones (Kaw); 14. Dean Matson (Suz); 15. Kenny Bell (Yam).

**250 EX:** 1. Buddy Antunez (Suz); 2. Denny Stephenson (Hon); 3. Mike Jones (Kaw); 4. Jeromy Buehl (Hon); 5. Doug DeHaan (Kaw); 6. Jim Chester (Suz); 7. Harold Hageman (Suz); 8. Erik Jansen (Suz); 9. Tom Hofmaster (Suz); 10. Zeb Armstrong (Yarn); 11. Lance Smail (KTM); 12. Jeffrey Pestana (Suz); 13. David Lodermeier (Yam).

**DFC:** 1. Denny Stephenson (Hon); 2. Buddy Antunez (Suz); 3. Jeromy Buehl (Hon); 4. Harold Hageman (Suz); 5. Zeb Armstrong (Yam); 6. Mike Jones (Kaw).

**JUMP-OFF:** 1. Mike Jones (Kaw); 2. Kenny Bell (Yam); 3. Harold Hageman (Suz); 4. Tom Hofmaster (Suz).

**AMA PJ1 ARENACROSS NATIONAL C'SHIP SERIES POINT STANDINGS (After 32 of 34 rounds):** 1. Buddy Antunez (1059); 2. Jeromy Buehl (936); 3. Denny Stephenson (874); 4. Jeff Willoh (801); 5. Cliff Palmer (691); 6. Greg Rand (690); 7. Tom Hofmaster (606); 8. Jim Chester (590); 9. Ty Wallace (431); 10. Chad Pederson (407); 11. Mike Jones (338); 12. Doug DeHaan (243); 13. Lance Smail (158); 14. Tom Welch (154); 15. Keith Johnson (151); 16. Jeff Gibson (145); 17. Charley Bogard (143); 18. Jim Neese (132); 19. Brad Woolsey (124); 20. Heath Voss (124).

Upcoming Rounds:
Rounds 33 & 34 - Salt Lake City, Utah, March 26-28

# Campbell, Marshall rule Baja

By Brian Faris

SAN FELIPE, BC, MEXICO, MAR. 19-20

Johnny Campbell was the first rider to leave the start at the 13th annual Tecate SCORE San Felipe 250 and the first to cross the finish line as the factory-backed XR628 was ridden to a winning time of three hours, 56 minutes and 35 seconds. Co-rider Cole Marshall from Boulder Creek, California, who has been a number-one plate holder in District 36 for the past two years, piloted the middle section of the 229-mile loop course.

It was the second San Felipe win in a row for Campbell, while this was Marshall's first Baja venture. Team Honda fielded three solid teams in the Open Bike class (Class 21) and left with first-, third- and fourth-place overalls.

Exactly 19 minutes off the winning pace and second overall was Edy Garcia, of Ensenada, who rode with Tim Staab of San Diego. This team averaged 53.8 mph on a WR400 Yamaha using the same motor Garcia used at last year's Baja 1000 and International 500.

"We hit some big rocks, but it was a good ride," Garcia said.

Staab was aboard last year's winning bike while teamed with Campbell.

Third Open-class bike and third overall were Honda teammates Greg Bringle and Craig Smith on an XR628 race-prepped by Precision Concepts.

The team planned to have Smith ride the start to Morelia and have Bringle ride from there to the finish. With Bringle crashing hard and badly bruising his shoulder, the team was fortunate to draft Shad Bodenstadt as a midrace injury replacement. He rode the bike to El Chinero, where Smith got back on to finish.

"That was the most painful four miles I ever rode," said Bringle, who was wearing a postrace sling.

Johnny Campbell (left), here standing with SCORE's Sal Fish (center) and team manager Bruce Ogilvie (right), combined efforts with Cole Marshall to win the San Felipe 250.

Mounting his own version of Desert Storm, a surprising sixth overall and first in the Sportsman class, was Ed Tyynismaa, who is a Navy Seal stationed in Coronado. In only his second Baja race, Tyynismaa soloed his Precision Concepts-prepped XR628, which was previously Tim Staab's prerunner.

"The bike ran flawlessly and I was trying for a top-10 finish," Tyynismaa said, "but my real goal was to be in the top five."

Second in class went to John Olen and Richard Jackson, on a XR600.

Just 6 1/2 minutes ahead of Tyynismaa and fifth overall was Phillip Zeiger and Ron Wilson, on an XR628.

"I got tossed while hammering the whoops on the power-line road in a sprint to the finish," Zeigler said.

Cliff Matlock and Matt Barney turned in a time of 5:38:01 on a WR400 Yamaha to win Class 30. The only other entrant in this class was a DNF.

Spectators scrambled at the finish line as Class 21 racers Rickey Fernandez and Edgar Espinoza collided while taking the checkered flag and veered into the crowd. The win went to Fernandez by 30 seconds on corrected time. Fernandez brought in his KX250 with a time of 5:05:18.

Riding another Precision Concepts-prepared XR600, Gary Tepner and Vince Skandunas claimed Class 40 with a time of 5:21:01. They finished 21 minutes ahead of David Flores. Tepner, who lost a duel with a large rock, finished with a swollen throttle hand and was glad to see the finish line.

The course, which started and ended at San Felipe's well-known Arches, was a little over 229 miles long. A loop course, it almost immediately headed south for 29 miles before following the Azufre Wash east. There it connected with the Chanate Wash and traveled through the Huatamote Wash on its way to Morelia Junction. From there, it continued north across the Laguna Diablo Dry Lake almost to Highway 3 and on through Borrego Junction. Then the course went west to El Chinero, crossing Highway 5 and continuing to Three Poles. Finally, the course headed southeast until reaching the power-line road for a 17.6-mile run to the finish.

Most finishers told stories of bouncing bikes, lots of deep whoops and high-speed collisions with rocks. Baja highway patrolmen Roy and Tato Buelna, riding in the Open class, said, "We both had accidents and were slowed a lot."

Their bike, an XR600 prepped by Johnny Campbell and Bruce Ogilve, ran well, but crashes on the course cost them time.

There were two medical air evacuations. Jeff Yoder never had a chance to shake off his pre-race adrenaline, crashing two miles off the start and breaking his finger. He was in the process of passing a spectator's SUV that was on the course when he went down hard.

Sportsman Ken Palfenir was also airlifted to San Diego with a possible concussion.

"He (Palfenir) got his bell rung so hard, he didn't know he was in the race," said Richard Jackson, who stopped to assist. "He thought he was still prerunning."

Winners Campbell and Marshall had a clean ride, eventually building up a 20-minute cushion over their nearest competitor. With Campbell back on the bike at Three Poles after a solid run by Marshall, Team Honda changed both wheels in their pits due to loose spokes and a squared front rim. Their time in the pits was less than two minutes. Honda reported good results using a MT18 extra-ply Pirelli front tire and the Metzler Karoo on the rear.

"I just tried to keep my lines and not make a dumb mistake," said a happy Campbell after the race. "I had the bike pegged through the washes. It was a little rough out there, but dust was not a problem."

No dust is one of those perks you get from leading the race from start to finish.

Honda's Craig Smith paid the course a rare compliment.

"The start was good to ride," Smith said, "because the early-morning sun highlighted the rocks on the course. You could go really fast out there."

The locals must have figured the course was rough enough in its natural state - they reportedly left it free of booby traps. Campbell did report that he swerved to miss something that turned out to be shadows, roosting the nearby crowd on the course.

Just after finishing, Richard Jackson, having soloed longer Baja races than this, undoubtedly spoke for a majority of the racers.

"There are a lot of big rocks out there," he said. "This is one race I wouldn't want to solo."

This time, Jackson teamed with Dave Olen to finish second in the Over 250cc Sportsman division. CN

(Left) Greg Bringle leaves the start line at the Arches in San Felipe. (Right) Edward Tyynismaa won the 0-250cc Sportsman class.

**San Felipe 250**
**San Felipe, Baja California, Mexico**
**Results: March 19-20, 1999**

**CL 21:** 1. Rickey Fernandez (Kaw); 2. Edgar Espinoza (Hon); 3. Tom Grisham (Hon); 4. Enrique Legaspy (Yam).

**CL 22:** 1. Johnny Campbell/Cole Marshall (Hon); 2. Edy Garcia/Tim Staab (Yam); 3. Greg Bringle/Craig Smith (Hon); 4. Jonah Street/Torsten Bostrom (Hon); 5. Phillip Zeiger/Ron Wilson (Hon) 6. Mike Dellar/Chad Petrelli (Hon) 7. Roy Buelna/Tato Buelna (Hon).

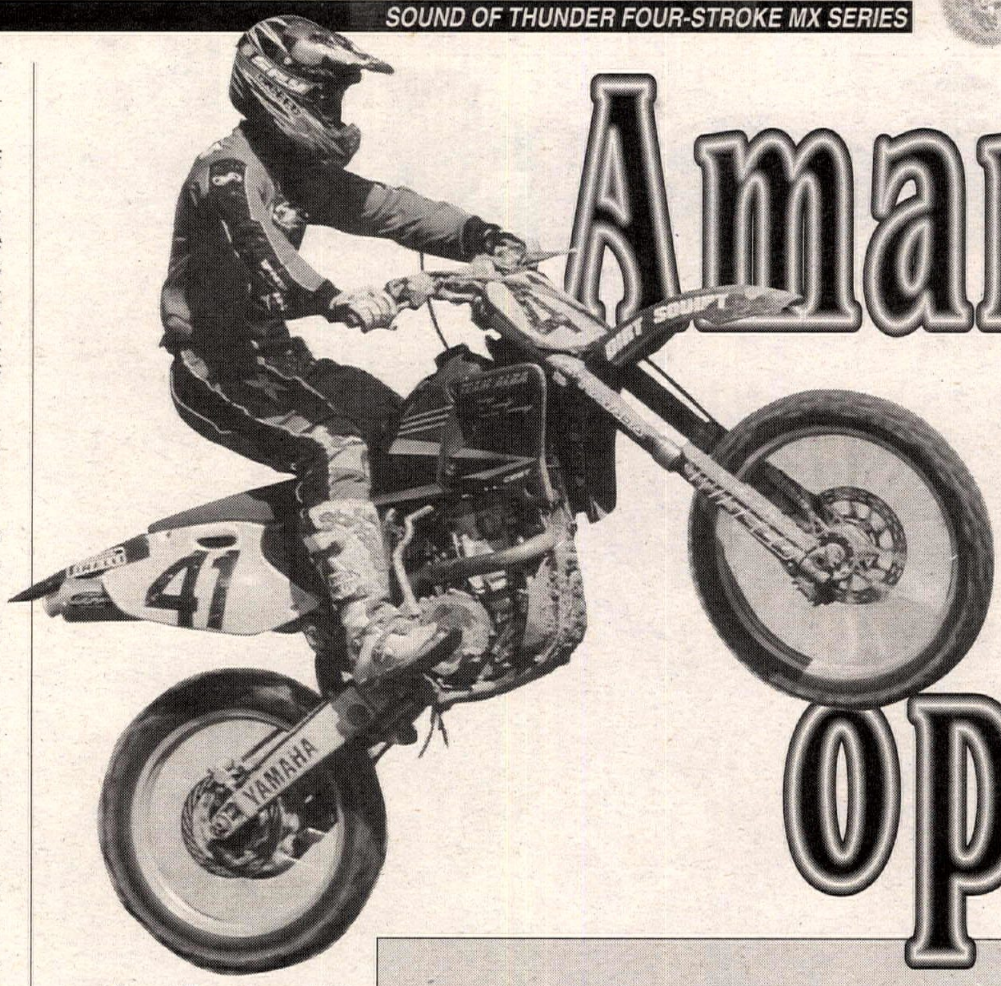
**CL 30:** 1. Cliff Matlock/Matt Barney (Yam).

**CL 40:** 1. Gary Tepner/Vince Skandunas (Hon); 2. David Flores (Hon); 3. Oscar Legaspy (Hon); 4. Gilberto Velasco (Kaw).

**SPTSMN (0-250):** 1. Ivan Moncada.

**SPTSMN (250+):** 1. Edward Tyynismaa (Hon); 2. Dave Olen/Richard Jackson (Hon).

# Amaradio aces opener



By Mark Kariya

PHOENIX, AZ, MAR. 21

Tony Amaradio hasn't had the best of luck in the AMA/Toyota Trucks U.S. Supercross Series, and he didn't want that to follow him into the AMA/Mazda Trucks National MX Series in a few months, so he began preparing for the outdoor campaign early by heading to SpeedWorld MX and the Southwestern Region kickoff to the Sound of Thunder Four-Stroke MX Series.

A 1-2 overall win on his Dave Mathieson-prepped, Xtreme/Team Alba/DSP-backed Yamaha YZ400F confirmed the wisdom of his decision.

"I'm glad, because the supercrosses haven't gone so well, and it's nice to start fresh," he said. "I'm really happy."

Another supercross refugee, Dustin Nelson, rode two strong and speedy motos on his Motoworld of El Cajon/FMF/Enzo Racing/Pirelli/THOR-sponsored Yamaha for second overall. A fall in the first moto found him with a lot of ground to make up, and he passed enough for third before storming to a wire-to-wire win in the second moto.

Third overall went to local favorite Robert Naughton on his Maxxis/YSA/Northland Motorsports/Pro Action/PJ1/Xtreme Yamaha. With three-time AMA Western National Four-Stroke MX Champion Lance Smail concentrating on supercross and arenacross this year, lots of new faces will show up on the podium.

In addition, the Sound of Thunder series sports a different format than the AMA series. Riders will have only the three races in one of three regions - Southwestern, Central States and Pacific Northwest - to compete in for points that qualify them for the finale at Donner, California, in September. Those who wish can compete in other regions; they just won't earn points. Nearly $450,000 in series contingencies is up for grabs, according to series marketing director Mike Young Sr.

After the parade lap, Premier Motorsports Husaberg racer Jimmy LaMastus took his spot on the gate but, to his chagrin, his bike died. Kicking it produced nothing but panic, so he ran back to his pit for his race bike from last year. However, LaMastus was unable to get it running after flooding it, and the gate finally dropped without him.

In the meantime, lots of Yamahas overheated on the line, Amaradio's among them.

"Coolant spilled all over the (concrete start pad), which is typical - I knew better, but it just caught me off guard," Amaradio revealed. "So the start wasn't exactly what I wanted. My mechanic threw dirt on it, but I still spun and got sideways."

On the other hand, Naughton gated well, with TRE Yamaha-mounted Billy Mercier, Nelson and Vertemati-mounted Gordon Ward up there as well.

"I about got the holeshot, but I backed off a little too much and Mercier swept around me," Naughton said.

Nelson wasn't about to wait around, and a few turns later he also made a bid for the lead - though it didn't work as he'd planned.

"I got a little jumpy," he admitted. "I wanted to try to get in the lead and pull away right away. I tried to pass Mercier for the lead on the outside but just slipped out in the mud when I got to the corner. I actually picked my bike up and somebody clipped me, and I launched back into Amaradio. I had a bad first lap, for sure. After that, I just tried to put my head down and charge. That's all you can do - see where you end up."

**(Above) Tony Amaradio shook off his supercross blues and took the win at the opening Southwestern Region round of the Sound of Thunder Four-Stroke MX Series with his 1-2 day at SpeedWorld MX. (Right) Dustin Nelson came out of the first turn of the second moto in front and stayed there to the finish; combined with his moto-one third, he earned second overall. Here, Gordon Ward (19), Tony Amaradio (41), third-overall Robert Naughton (6), Billy Mercier (501), Craig Davis (711) and Beau Baron (114) give chase.**

Naughton got around Mercier for the lead on the third lap, though Mercier hung tough.

"I haven't raced for a few weeks, so I was a little nervous and got some arm pump, and Naughton passed me," Mercier said.

Amaradio lurked a short distance back in third. That's how the order stood for much of the moto, though Nelson was up to fourth before half of the 25-minute moto was in the books.

"I knew at the start there were only five guys ahead of me," Amaradio said of his patience riding in back of the others, "so at 25 minutes (for the moto), I can get a guy every five minutes. I just took my time and tried to get smooth lines and not get tired."

Things got really interesting the last couple of laps, as Amaradio finally decided to charge.

"About three-quarters of the way," Naughton reported, "Tony got by Billy, and I was getting a little tired, but I was trying to concentrate on my own lines and not worry about second place. When I thought about (Amaradio) back there, I botched some corners, so I started thinking about what I was doing. The turns in the back I was struggling with all moto; that's where he passed me. He passed me the second-to-last lap there, but I got him over the double, then he passed me there on the last lap, then doubled the jump so I couldn't do it. He rode a good moto. I'm not disappointed with second. I gave it everything I had."

Nelson charged hard the entire moto and was rewarded with third (which he got on the last lap), followed by Mercier and Craig Davis.

Moto two found Naughton again getting a good jump out of the gate, followed closely by Nelson, Davis and Amaradio. LaMastus tried a banzai pass around the far outside that ended up with him on the deck in a heap and out of the race. This time, Nelson made no mistakes.

"It's a lot easier when you get the holeshot and don't fall down on the first lap," he noted. "I went pretty hard right at the very beginning, trying to open it up in the first few laps. My dad was giving me the pit board, and I got (my lead) up to about 10 seconds. I thought that was plenty, and I just backed down and started cruising - kept it at nine or 10 seconds the whole race. It felt real good and almost felt too easy; it was nice."

Amaradio passed Naughton for second by the second lap.

"I was a little tight in the beginning," Naughton explained. "I didn't put up much of a fight against Tony because I wasn't riding very good." But then, when he got in front, I loosened up and started putting in good laps, and we stayed about the same (distance apart). I'm sure he was being a little conservative because he had the win in the bag."

Amaradio was unable to put a dent in Nelson's lead.

"I couldn't get into a rhythm," he lamenated. "I couldn't make the bike work to my advantage. For some reason I felt a little weak the second moto. It's really good for me, though; I need to feel weak, and I need to push it as hard as I can. I can practice all the time, but a race situation, riding hard, is exactly what I needed. There's some stuff that we noticed on the bike that we can make it better, but there was nothing wrong with it. It was all me. I'm happy I didn't crash the second moto."

Davis improved on his first-moto finish by one spot for fourth, with Mercier fifth.

"I got a flat tire about halfway, and I just tried to finish the race at that point," Mercier explained. CN

**SpeedWorld MX**
**Phoenix, Arizona**
**Results: March 21, 1999 (Round 1 of 3)**

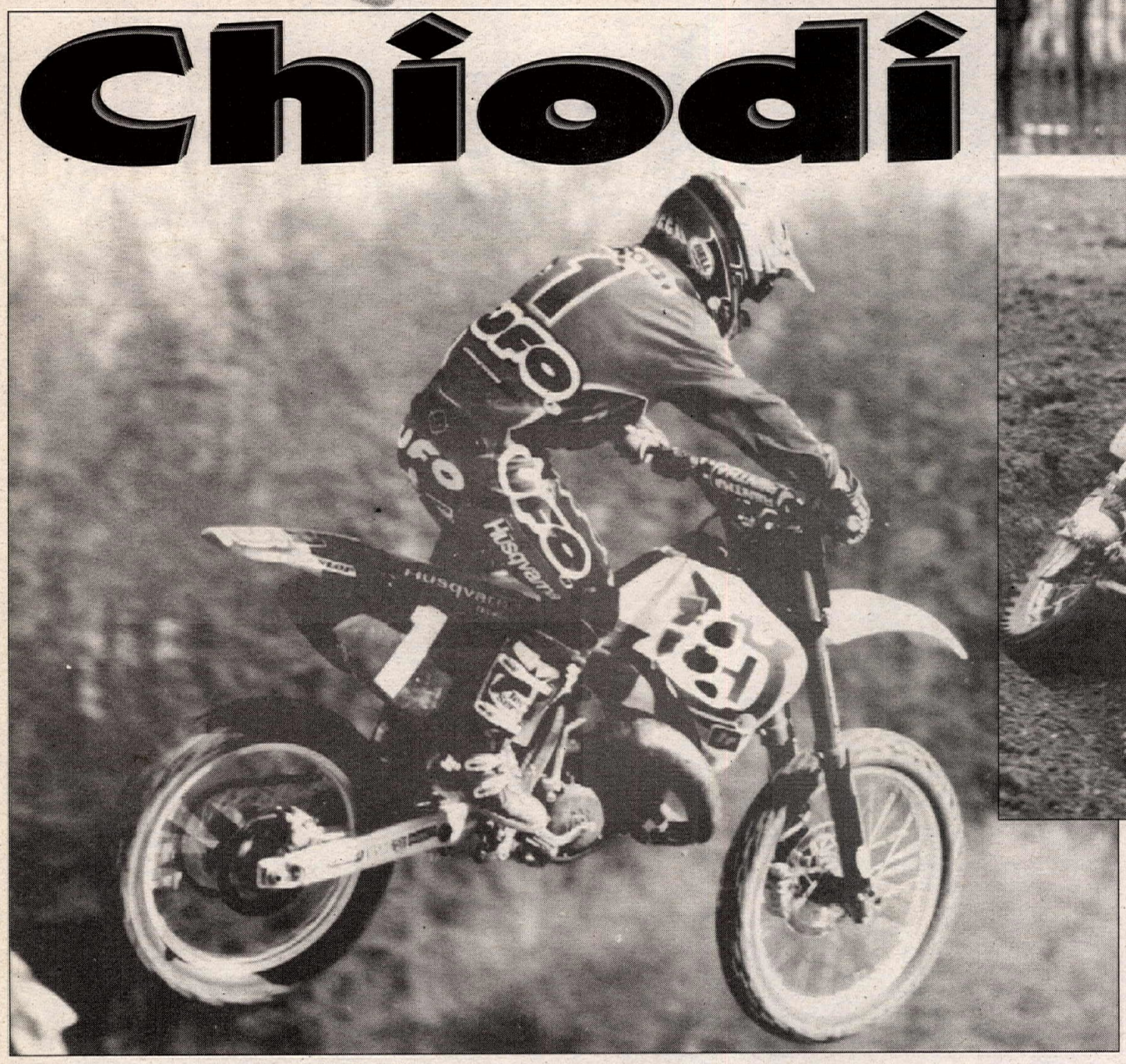
**4-STROKE OPEN PRO:** 1. Tony Amaradio (Yam); 2. Dustin Nelson (Yam); 3. Robert Naughton (Yam); 4. Craig Davis (Yam); 5. Billy Mercier (Yam); 6. Ben Shank (Yam); 7. Willie Surratt (Yam); 8. Drey Dircks (Yam); 9. Sam Weinbach (Yam); 10. Gary Trachy (Yam).

Upcoming Rounds:
Central States Region - Round 1 - Lake Whitney, Texas, March 28
Southwestern Region - Round 2 - San Bernardino, California, April 18

## Round 1: French GP

FIM WORLD CHAMPIONSHIP 125cc MX SERIES

# Chiodi



**(Left) Alessio Chiodi won both motos at the opening round of the FIM World Championship 125cc MX Series in France. (Above) After a disappointing first moto, American Jeff Dement, who was riding his first-ever 125cc GP, came back in moto two to finish second, giving him sixth in the final results.**

**By Alex Hodgkinson**

VERNEUIL-SUR-AVRE, FRANCE, MAR. 14

Alessio Chiodi showed just why he is the hot favorite to clinch a third consecutive World 125cc Motocross title when he clinched a double win in the opening GP of the year at Verneuil-sur-Avre. Despite his domination of the event, Chiodi knew after the second moto that his biggest threat could be American Jeff Dement, who gave Chiodi his hardest fight in a long time.

Onlookers saw a typical Chiodi win in the first moto, but the champion had to use all his skills after an awful start.

"I got terrible wheelspin on the gate," Chiodi said. "(Johnny) Aubert had a complete bike length on me within five meters."

No one in the class has a better eye than Alessio, however, and within three corners he had sliced his way through to third. By the end of the lap, he had passed Nicolas Charlier and was chasing Husky teammate Johnny Aubert.

"I didn't try to catch him," said Chiodi of Aubert. "He is 18 and this is his home GP, so he was certain to go wide open when he got the holeshot. I had just started to close him down when he stopped."

Aubert halted due to a broken chain.

"I had no pressure, but I had no lappers in my way, so I checked my race speed for a few laps before settling down to make sure of no mistakes," said Chiodi about his moto win.

Carl Nunn was equally delighted with second, which he inherited when Aubert dropped out and Chiodi moved into the lead.

"I could have been more aggressive, but I quickly decided not to take any risks," said Nunn. "We have 25 motos more, and my team would not be pleased if I had touched with another rider and it cost us the expenses-paid trip to Brazil (See "Briefly..."). All my passes were clean and wide, which showed me my speed is good."

Other big names were in trouble. Paul Malin bent his gearshaft on lap one after a collision sent him into the tractor tires lining the course. Claudio Federici struggled with the wrong tire choice for the rapidly drying track and settled for sixth. Dement fried the clutch while running ninth, and his fellow American Mike Brown lost a footpeg. At one point, Brown was running as high as fourth place. Luigi Seguy smashed his radiator when he crashed, and James Dobb gave himself blisters in a hard ride back to fifth place, but not without some drama along the way.

Having already shown his coolness by gating fifth after changing a fouled plug on the line with the 15-second board raised, Dobb moved into third, but he cast the Suzuki away on lap three.

"I lost the front end on loose rocks and had to do it all again from 13th," Dobb said.

Chiodi led race two on the first lap and the last, but his second win was no start-to-finish runaway, as he twice had to pass Dement.

"I'm going to get him soon," said Dement, the GP debutant, after hanging in for second. "He got me quick on the first lap, but I settled in behind and set him up for a sweet block-pass by squaring up a left-hand sweeper. I've broken a bone in my right hand yesterday, and I had to let him go after half an hour."

While the two were battling, Chiodi actually went down after the American had brake-checked him.

"He'd shown me his front wheel there twice already, and he came up yelling and screaming," Dement said. "I thought I'd better teach him. He can't intimidate me just because he's a two-time World Champion."

A duel for third between Nunn and Aubert never got too hectic, as Aubert needed a finish to go to Brazil, and, in the end, Federici came from a long way back to pass them both.

Aubert was not the only one riding for safety to salvage a top-15 ranking after failing in race one. Brown had a racelong battle with Steve Ramon before Thomas Traversini passed them both near the end to claim sixth. Dobb had gone out this time when he crashed hard while trying to pass Traversini during their charge through the pack, and Malin exited midmoto with dead electrics. **CN**

**French Grand Prix**
**Verneuil-sur-Avre, France**
**Results: March 14, 1999 (Round 1 of 13)**

**MOTO 1:** 1. Alessio Chiodi (Hus); 2. Carl Nunn (Yam); 3. Patrick Caps (Hon); 4. Claudio Federici (Yam); 5. James Dobb (Suz); 6. Cedric Melotte (Kaw); 7. Thomas Traversini (Hus); 8. Rodrig Thain (KTM); 9. Nicolas Charlier (Kaw); 10. Erik Camerlengo (Yam); 11. Steve Ramon (Kaw); 12. Manuel Rivas (Kaw); 13. Enrico Oddenino (KTM); 14. Jon Pettit (TM); 15. Kenneth Gundersen (Yam).

**MOTO 2:** 1. Alessio Chiodi (Hus); 2. Jeff Dement (Hon); 3. Claudio Federici (Yam); 4. Carl Nunn (Yam); 5. Johnny Aubert (Hus); 6. Thomas Traversini (Hus); 7. Mike Brown (Hon); 8. Steve Ramon (Kaw); 9. Erik Camerlengo (Yam); 10. Luca Cherubini (Yam); 11. Patrick Caps (Hon); 12. Luigi Seguy (Hon); 13. Grant Langston (KTM); 14. Ivan Lazzarini (TM); 15. Kenneth Gundersen (Yam).

**O/A:** 1. Alessio Chiodi (Hus); 2. Carl Nunn (Yam); 3. Claudio Federici (Yam); 4. Patrick Caps (Hon); 5. Thomas Traversini (Hus); 6. Jeff Dement (Hon); 7. Steve Ramon (Kaw); 8. Erik Camerlengo (Yam); 9. Johnny Aubert (Hus); 10. James Dobb (Suz).

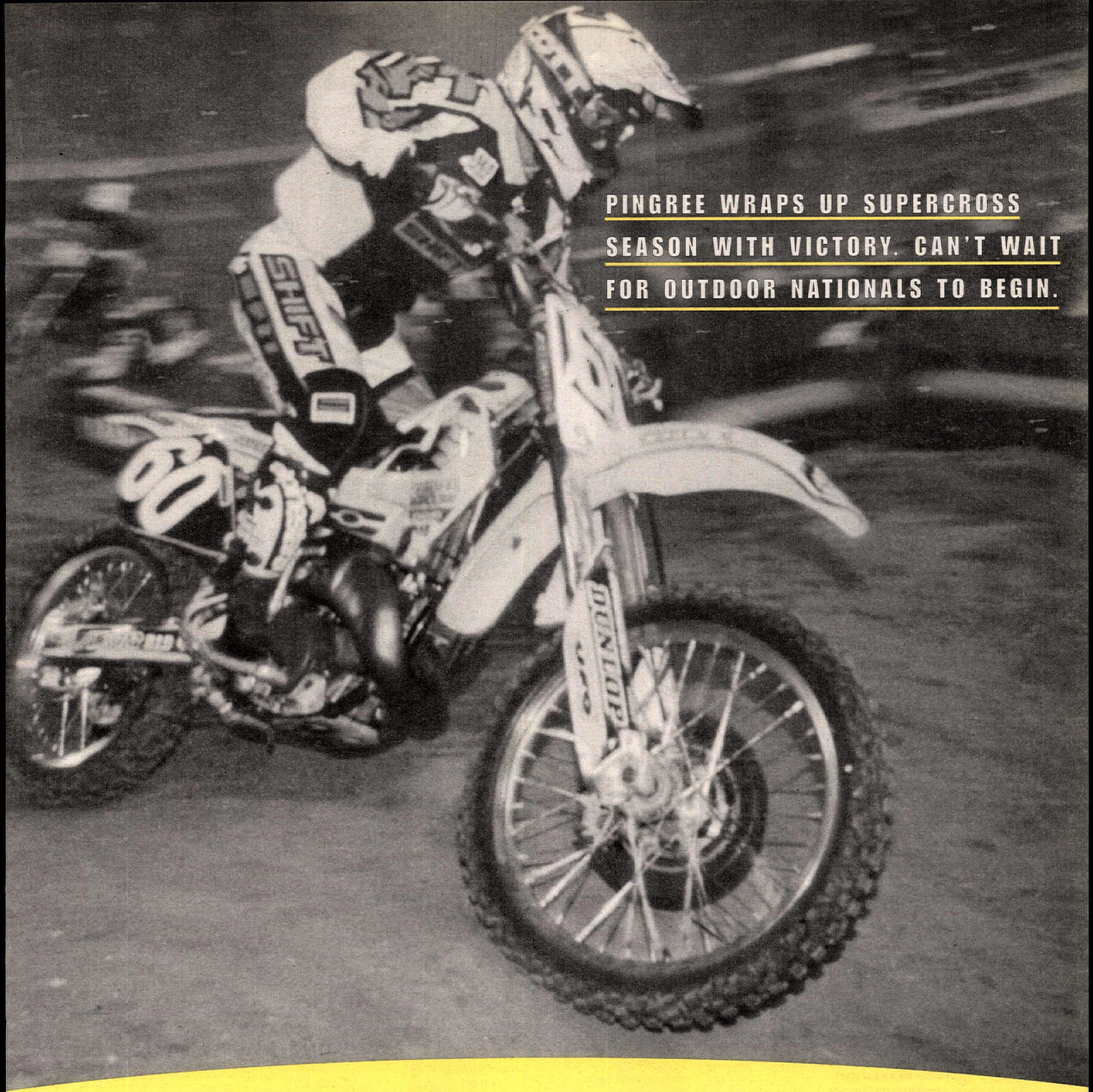
**FIM WORLD CHAMPIONSHIP 125cc MX SERIES POINT STANDINGS (After 1 of 13 rounds):** 1. Alessio Chiodi (40/1 win); 2. Carl Nunn (30); 3. Claudio Federici (28); 4. Patrick Caps (20); 5. Thomas Traversini (19); 6. Jeff Dement (17); 7. Steve Ramon (13); 8. Erik Camerlengo (13); 9. (TIE) Johnny Aubert/James Dobb (11); 11. Cedric Melotte (10); 12. Mike Brown (9); 13. Rodrig Thain (8); 14. Nicolas Charlier (7); 15. Luca Cherubini (6); 16. (TIE) Luigi Seguy/Manuel Rivas (4); 18. (TIE) Grant Langston/Enrico Oddenino (3); 20. (TIE) Ivan Lazzarini/Jon Pettit (1).

Upcoming Rounds:
Round 2 - Cingoli, Italy March 28
Round 3 - Indiatuba, Brazil, April 4

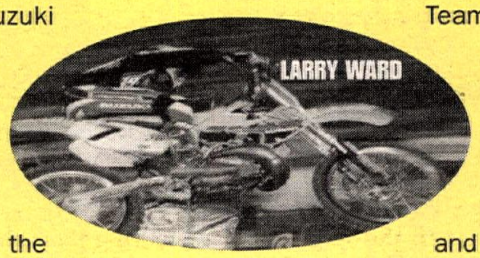
## Briefly...

Several **new rules** came to light during Friday's paddock meeting. Carbon fiber is now outlawed as material for mudguards and number plates, due to the danger of injury by cutting in crashes. Also, reserve machines may be shared by more than one rider, thus saving the major teams costs on their overseas travels.

The FIM used the results of Verneuil alone to decide which 15 riders would receive financial help in getting their motorcycles to round three in **Brazil**. The FIM put such a tight schedule in place that the bikes will have to be crated and shipped literally hours after round two in Italy is completed.




**DAVID PINGREE WINS THE 125CC IN MINNEAPOLIS.** To prepare for the AMA Outdoor National series, Primal Impulse Suzuki rider David Pingree practiced winning. Atop his RM, he convincingly won the 125cc main at the Metrodome in Minneapolis, Minnesota. With this being the last race of the Western Region 125cc Supercross Series, Suzuki riders really made their mark, taking both heat races, as well as the main. And as if that weren't enough, Team Suzuki rider Larry Ward made his presence known with another podium finish in the 250cc main event. If you too would like to practice winning, stop by your local Suzuki dealer and pick up an RM before your next race. There's no better way to prepare.

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## Carolina Ultra Series, Round 1

(Left) Robbie Horton (59) grabs the holeshot over Jered Black (431) and Josh Capps (18) in the first turn of the 250cc Pro moto at Camp Coker Motorsports Park. Horton went on to win the overall. (Above) Michael Campbell (16) seemed right at home in the soggy conditions, taking the win in the 250cc B class.

# Horton and Shirley storm Camp Coker

**By Kirk Johnson**

SOCIETY HILL, SC, MAR. 14

A cold front stationed over the Southeast and torrential rains did not make for ideal racing conditions at round one of the Tecnosel Carolina Ultra Series. However, the monsoonlike weather did not deter the more than 450 riders who showed up to do battle in the event, which also doubled as round two of the United States Mega Series.

The Pro class saw two different winners garner class wins in totally different fashion. Team Moto Planet/Al Lane Yamaha/Boyesen-backed Robbie Horton reeled off two wire-to-wire wins in the 250cc Pro class, while Alpha Motorsports/Acerbis/Yamaha-mounted Chuck Shirley used two calculated rides, going 2-2 to take the 125cc Pro class.

As the 125cc Pro division left the line, Horton's teammate Matt Walker grabbed the holeshot. Walker, who was just returning to racing after an injury, looked as though he had never missed a beat and jetted out to an early lead. Honda-mounted Hans Neel and Team Green/Thor/FMF's Josh Capps were in tow.

The less-than-ideal conditions did not seem to bother Walker as he easily opened a large lead, never to be headed the entire moto. However, behind Walker it was anything but settled. At one point in the moto there were five riders vying for the number-two position. Capps displaced Neel early and assumed the second spot. Following close behind were Horton, Suzuki of Gastonia/Cycle Suspension/Sinisalo's Jim Chester, Yamaha-mounted Matt Abbott and Shirley.

Capps remained in the number-two position until just past the halfway point, when the track claimed the Team Green rider. Shirley, riding very smoothly in the soggy conditions, was slowly picking off riders. KTM-mounted Richard Prather ran in third, ahead of fourth-placed Chester and then Horton, who had fallen victim to the conditions as well but was still in fifth.

As the checkered flag flew, it was Walker out front by more than 20 seconds. Shirley and Prather held off a hard-charging Chester for second and third, and Horton rounded out the top five.

Horton grabbed the holeshot in moto two, with Shirley, Prather, Jered Black and Capps all tucked in behind. Walker, in the meantime, was mired back in the pack after a terrible start.

Black quickly displaced Prather and moved up to challenge Shirley. Shirley also lost out to the wet conditions and slipped out of the top five. Feeling the pressure from Walker, Chester made his move on Prather and slipped into the number-three position just past the halfway point, taking Walker with him.

As the race drew to a close, Horton took the uncontested win, with Shirley holding a steady pace to take second and the overall on the day. Chester garnered third, and Walker and Prather rounded out the top five.

Horton again had the quickest reaction and grabbed the 250cc Pro holeshot. Capps, Shirley, Kent Rogerson, Walker and Black were all in hot pursuit. Walker was the man on the move, taking advantage of the improving track conditions to move into second early in the moto. Walker set his sights on his teammate and slowly began whittling away at Horton's 10-second lead.

Capps could not rest in third, as he was under heavy pressure from Shirley and Black. Going into lap three, both the Yamaha riders passed Capps, relegating the Bessemer City rider to fifth. Back up front, Horton began to feel the presence of Walker and picked up his pace. In the waning laps, Black made his move into third, displacing Shirley to fourth. Chester then picked up the pace and began to pressure Shirley to gain fourth.

Horton maintained a comfortable lead until the end, taking the first-moto win. Walker came home in second, ahead of Black and Chester. Fifth went to Shirley.

Weather conditions drastically deteriorated for the final moto, with heavy rains almost flooding the track and making some sections nearly impassable. Horton seized the final holeshot of the day and took full advantage of the good start, leaving the rest of the pack to scrap over the rest of the positions. Shirley, also getting a good start, assumed the second position, with Chester, Timmy Milligan, Black and Brian Lane not far behind.

With Horton gone, the battle was for the number-two spot, and runner-up Shirley had his hands full with Chester, who was all over the Yamaha rider. Just past the halfway point, Shirley made a slight miscue and Chester capitalized on it and moved into second. Shirley stayed close but was unable to move past Chester.

Horton took the win in an abbreviated final moto, while Chester held off Shirley for second. Milligan finished fourth and Lane rounded out the top five.

Yamaha-mounted Steven Durick took the track conditions in stride and ripped off his first win over 32 hungry 125cc C riders. Durick went wire to wire in both motos as Kawasaki-mounted Jacob Saylor and KTM rider Duane Mitchell tried to keep him honest.

Durick's other win came in the Over 25 C class, in which he again took both motos by storm and left the rest of the field to fight over second. William Harbert recovered from a fifth-place first-moto showing and bounced back to take second in moto two. He garnered second overall. Honda-mounted Jason Surface used consistency to take home the final podium position with 3-2 finishes.

Florida's Phillip Page made his trip to the Carolinas worthwhile by winning the Over 30 B class and then backing it up with a win in the Over 35 class. The former North Carolina resident went out and reeled off four moto victories, leaving little doubt as to who was the mud specialist. In the Over 30 B class, Page took the win over Frank Koenig and Cleveland, Ohio's Eddie Karban. Page's seemingly effortless win in the Over 35 class topped the rides of Ken Frankenberry and Keith Nevers. CN

**Camp Coker**
**Society Hill, South Carolina**
**Results: March 14, 1999 (Round 1)**

**50 SHAFT/JR:** 1. Cody Robbins (Yam); 2. David Clark (Yam); 3. Trevor Barrett (Yam); 4. Chris Goodman (Yam); 5. Cody Rowe (Yam).

**50 (4-6):** 1. Preston Thomas (KTM); 2. Ian Trettel (Cob); 3. Cody Robbins (Cob); 4. Trevor Brown (Cob); 5. Christopher Epperson (KTM).

**50 (7-8):** 1. McKinnon Welborn (Cob); 2. Taylor Futrell (Cob); 3. Benjamin Tedards (Cob); 4. C.W. Brim (KTM); 5. Ben Denton (Cob).

**60 (7-9):** 1. Zach Osborne (KTM); 2. Davin Price (Kaw); 3. Christopher Newton (Kaw); 4. Les Smith (Kaw); 5. Tyler Clark (Kaw).

**60 (10-11):** 1. Clay Willett (Kaw); 2. Aaron Kline (KTM); 3. Joshua Schmitt (Kaw); 4. Adam Rowe (Kaw); 5. Matthew Glass (KTM).

**85 (12-13):** 1. Michael Willis (Yam); 2. Matt Miller (Suz); 3. Dustin Oates (Kaw); 5. Brian Walker (Yam); 5. Steven Shoaf (Suz).

**85 (14-15):** 1. William Browning II (Suz); 2. Blake Hovis (Hon); 3. Zachary Kutshenko (Suz); 4. Zachary Miller (Suz); 5. Jake Furnace (Yam).

**85 D:** 1. Shane Kendrick (Kaw); 2. Tyler Rowe (Kaw); 3. Roger Odom (Yam); 4. Jordan Smith (Hon); 5. Shayne Jordan (Kaw).

**JR MINI:** 1. Jake Griffis (Yam); 2. Zach Osborne (KTM); 3. Clay Willett (Kaw); 4. Geoffrey Nance (Yam); 5. Christopher Newton (Kaw).

**S/MINI:** 1. Blake Hovis (Hon); 2. Jake Griffis (Yam); 3. Jake Furnace (Kaw); 4. Dustin Oates (Kaw); 5. Ryan Burkett (Yam).

**SCHBY:** 1. Joshua Summey (Kaw); 2. Jason Bryant (Yam); 3. Aaron Stancil (Yam); 4. Matt Barnes (Kaw); 5. Justin Lowery (Hon).

**125 A:** 1. Chuck Shirley (Yam); 2. Matt Walker (Yam); 3. Jim Chester (Suz); 4. Robbie Horton (Yam); 5. Richard Prather (KTM).

**125 B:** 1. Casey Barnes (Suz); 2. Joshua Summey (Kaw); 3. Matt Barnes (Kaw); 4. Daniel Tesh (Suz); 5. Doug Earls (Suz).

**125 C:** 1. Steven Durick (Yam); 2. Jacob Saylor (Kaw); 3. Duane Mitchell (KTM); 4. John Guker (KTM); 5. Matt Blevins (Suz).

**125 D:** 1. Rusty Barnette (Yam); 2. Michael Southworth (Hon); 3. Chris Hureylltt (Yam); 4. Scott Findlay (Yam); 5. James Pittman (Suz).

**250 A:** 1. Robbie Horton (Yam); 2. Jim Chester (Suz); 3. Chuck Shirley (Yam); 4. Jered Black (Yam); 5. Timmy Milligan (Kaw).

**250 B:** 1. Michael Campbell (Suz); 2. Daniel Tesh (Suz); 3. Doug Earls (Suz); 4. Jackson Vick (Hon); 5. David Dunbar (Yam).

**250 C:** 1. Jacob Saylor (Kaw); 2. Nicholas Wolfe (Yam); 3. Allen Brown (KTM); 4. Matt Greene (Kaw); 5. Chad Popovich (Yam).

**250 D:** 1. Chandler Joyner (Hon); 2. Henry Hernandez (Hon); 3. Scott Findlay (Yam); 4. Chad Freeman (Yam); 5. Jeff Warlick (Suz).

**25+ A:** 1. Jim Chester (Suz); 2. Richie Clippard (Kaw); 3. Kirk Johnson (Yam); 4. Richard Prather (KTM); 5. Robert Thomas (Kaw).

**25+ B:** 1. Frank Koenig Jr. (KTM); 2. Jason Baldwin (Yam); 3. Jay Taylor (Suz); 4. Eddie Karban (Kaw); 5. Shane Fox (Suz).

**25+ C:** 1. Steven Durick (Yam); 2. William Harbert (Yam); 3. Jason Surface (Hon); 4. Chuck Cooper (Suz); 5. Jason Rowe (KTM).

**30+ A:** 1. Kirk Johnson (Yam); 2. Chris Wagner (Yam); 3. Albert Moy (Suz); 4. Robert Thomas (Kaw); 5. Ron Jones (Yam).

**30+ B:** 1. Phillip Page (Yam); 2. Frank Koenig Jr. (KTM); 3. Eddie Karban (Kaw); 4. Keith Nevers (Kaw); 5. Kerry Jones (Suz).

**30+ C:** 1. Charles Brown (Yam); 2. Wilson Lewis (Kaw); 3. Christopher Frady (Suz); 4. Keith Smith (Yam); 5. Tim Burns (Kaw).

**35+:** 1. Phillip Page (Yam); 2. Kenneth Frankenberry (Kaw); 3. Keith Nevers (Kaw); 4. Ron Jones (Yam); 5. Kenneth Tedards (Yam).

**40+:** 1. Ron Jones (Yam); 2. Kenneth Frankenberry (Kaw); 3. Roger Arnold (Yam); 4. Keith Smith (Yam); 5. Isaac J. De Jager (Suz).

**48+:** 1. Isaac J. De Jager (Suz); 2. Johnny Gibson (Suz); 3. Ted Shortridge (Suz); 4. Danny Eller (Hon); 5. Jim Fenner (Hon).

**4-STRK:** 1. David Dunbar (Yam); 2. Kirk Johnson (Yam); 3. David Cauthen (Yam); 4. Joseph Prather (Yam); 5. Jeff Tomlinson (Yam).

**U/L AM:** 1. Michael Robinson (Suz); 2. Clark McAlister (Suz); 3. Jason Saunders (Kaw); 4. Matt Summers (Kaw); 5. Joshua Benfield (Kaw).

**U/L C/D:** 1. Corey King (Suz); 2. Ted Osborne Jr. (KTM); 3. Rick Rikard (Suz); 4. Terrell Collins (Suz); 5. Phillip Shields (Yam).

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Kenny Bartram (600) and Nick Metcalf (117) battle for 125cc honors during arenacross action in Hobbs, New Mexico. Bartram went on to claim the win, and the 250cc Pro win as well.

**AMA Checkered Flag Productions Arenacross Series, Round 11**

# Bartram goes out on top

**By Craig Cole**

HOBBS, NM, MAR. 6

Kenny Bartram put the wraps on his reign as the Checkered Flag Productions Arenacross champion with two hard-fought wins in the 11th and final points-paying round of the season when the series rocked the Lea County Cultural Center. The KTM pilot had to deal with the Suzuki of Nick Metcalf in the 125cc main and his teammate Jon Hedden in the 250cc race before claiming the victories.

It was Metcalf who got the holeshot in the 125cc race, with Bartram, Yamaha-mounted Shay Manney and Suzuki pilot Wes Hale close behind. The front four had settled into line as lap one came to an end, with Hedden running fifth and the Yamaha of Joey Pratt on his rear fender in sixth. Pratt made a move to go around Hedden in the whoops but could not complete the pass and ended up going down at the end of the rockers. Pratt left the race and did not return to compete in the 250cc feature, bringing his night to a premature end.

The running order stayed the same through the middle of the race, but with about four laps to go, Bartram turned up the wick and put his front wheel up beside Metcalf each chance he got. The two started the next lap side by side, but Metcalf was able to maintain the point with a better drive through the whoops and completed the lap still up front.

Metcalf had his bike wash out from under him in the sweeping turn one as the ninth lap began and, with nowhere to go, Bartram ran into the downed rider's bike. Bartram was able to regain control and he took over the lead, with Hale, who had earlier gotten around Manney, inheriting the second position. Manney was also able to move up one spot, to third, as Metcalf struggled to get back in the race.

Metcalf's crash allowed Hedden to move up to challenge for the fourth spot, but with only one lap to go, the time to advance any further had run out.

Bartram took the checkers ahead of Hale and Manney. A disappointed Metcalf, who had led most of the race, came across fourth, just ahead of Hedden.

Bartram put his KTM out front at the start of the 250cc feature while Hedden, Manney and Hale fought over the second spot going through the whoop section. Hedden came away with the position, with Manney third and Hale fourth. Metcalf, meanwhile, was running dead last after suffering through a terrible first lap.

Bartram continued to build his lead as the second lap progressed, because Hedden had to start riding defensively when Manney moved up right behind him. Just as it was starting to look like he was going to distance himself from the rest of the field, Bartram bobbled and dumped his bike in the last turn on lap two. Despite quickly remounting, Bertram lost the lead to Hedden, but he was able to get refired before Manney could take advantage of the situation.

Bartram wasted no time running Hedden down, and he caught him before the whoop section on lap three. Bringing the crowd to its feet, the two went through the rockers bar to bar, with Bartram coming out of the next turn with the lead. The following laps saw the running order remain the same, except Metcalf had managed to work his way up to fifth.

With three laps to go, and with second-placed Hedden doing all he could to keep Manney behind him, Bartram kicked in the afterburners and started tripling the finish-line jump again, bringing the sellout crowd out of their seats.

The final lap started with Bartram comfortably out front and Hedden engaged in a battle for second with Manney. Metcalf had dispatched Hale on the previous lap and now found himself in fourth. The last lap was no kinder to Metcalf than the first had been, and all the ground he had spent the whole race making up was lost when he crashed at the end of the whoops. Hale moved back to fourth, and he soon found himself in third when Manney bobbled, letting Hedden off the hook.

Bartram was still pulling away and still delighting the crowd over the triple at the flag. Hedden took second, and Hale, who was fifth one lap earlier, came across third. Manney had to settle for fourth after running third and contending for second for most of the race.

Although Josh Demuth did not attend this round of the series, his performances earlier in the season gave him enough points to claim the title that Bartram had carried throughout the year. Earl Kephart finished second in the 250cc class and third in the 125cc class. Joey Pratt and Adam Zarda also had good runs, with Pratt taking the third and fourth spots in the 250cc and 125cc divisions respectively, and Zarda taking the fourth and second. *CN*

**Lea County Cultural Center**
**Hobbs, New Mexico**
**Results: March 6, 1999 (Round 11 of 11)**

**50:** 1. Tyler Turner; 2. Dakota Owens; 3. Justin Perez; 4. Dustin Workman; 5. Dustin Engle.
**60:** 1. Tyler Turner; 2. Aaron Emory; 3, Dakota Owens; 4. Tyler Copeland.
**80:** 1. David Jensen; 2. Austin Turner; 3. Taylor Smith; 4. Neil Dauphimais; 5. James Huggins.
**125 C:** 1. Ray Owens; 2. Jase Merritt; 3. K.C. Lane; 4. Michael Shannon; 5. Duane Fulgham.
**125 B:** 1. A.J. Lux; 2. Trent Huber; 3. Steven Rael; 4. Josh Merritt; 5. Sean Vilandry.
**125 PRO:** 1. Kenny Bartram (KTM); 2. Wes Hale (Suz); 3. Shay Manney (Yam); 4. Nick Metcalf (Suz).
**250 C:** 1. Chett Cooll; 2. David Jordan; 3. Roy Dearing; 4. Brandon Hickman; 5. Shane Fielder.
**250 B:** 1. Roger Hum; 2. Wade Hoak; 3. David Metcalf; 4. Joe Bradley; 5. Chad Bumpass.
**250 PRO:** 1. Kenny Bartram (KTM); 2. Jon Hedden (KTM); 3. Wes Hale (Suz); 4. Shay Manney (Yam).

**WERA Regional Sportsman Series**
**Road Atlanta**

# Stokes on fire in rain

**By Drew Lincoln**

BRASELTON, GA, MAR. 13-14

The WERA Motorcycle Road Racing Sportsman Series held a regional race for the southeast and northeast regions at the famed Road Atlanta road course, which will be the only regional event to be held at the track this year. The two remaining WERA Motorcycle Road Racing events scheduled for Road Atlanta will be the WERA National Challenge and National Endurance races. Many riders made the trek in hopes of getting in some valuable testing and track time to help their cause when it comes time for the bigger events. Unfortunately for all involved, cold temperatures and steady rain, coupled with a large amount of oil on the race track, halted the weekend's schedule prematurely. The racers who braved the elements until the end of the event were given a credit and informed that a future Sportsman event in their home region would carry double points for only those classes that had been canceled.

One of the hottest topics circulating in the racing community during the off-season concerned the use of full racing rain slicks in Super Stock competition. With that in mind, this weekend was the first chance to see how riders would put this rule to the test in deplorable conditions. The conditions for Sunday's money races included temperatures in the mid-40s and a steady-to-hard rain all day.

The first contingency-paying race of the day was the A Super Stock race. Several riders, such as Rob Palmieri of Team Extreme, did not make it around on the warmup lap, crashing on cold tires on an even colder race track. Other riders waited until the green flag to get in trouble, as there was a major collision at the start between two riders, but fortunately no one went down. By the end of the first lap, Chris Caylor, coming from the middle of the front row, was in the lead, followed by his Marietta Motorsports teammate Brian Stokes, both on Suzuki GSXR750s. Coming off a great weekend of racing at the WERA opener, Caylor was riding smoothly for such wet conditions, but he was losing ground to former motocross standout Stokes on the difficult and changing track.

By the third lap, 15-year-old Roger Lee Hayden came from the sixth row up to third place. Stokes was slowly reeling in Caylor, and he took the lead on the white-flag lap. Hayden could only manage third, behind Caylor, while Stokes took the win.

At the start of the C Super Stock race, Lee Acree jumped into the lead, only to be passed before the completion of the first lap by Roger Lee Hayden, who started from the fifth row. Hayden remembered what he had learned from the race earlier in the day and passed 12 riders before the end of lap one, making the hair-raising pass for the lead in tricky turn 12. Hayden was not alone, because Georgia native Brian Gibbs followed him through the field and was third on the first lap. Gibbs, who had missed all of Saturday's practice and had only made two laps Sunday morning, was putting his knowledge of the local track to good use and passed Acree going into turn one at the beginning of the second lap.

At the end of the second lap, former Novice National Champion Jep Palmour and Acree ended up in the new chicane-section gravel trap, in separate incidents, moving Brian Lantz up to third. On the fourth of six laps, word came in to the officials in the tower that Hayden had crashed by himself in the same area as Acree and Palmour, who had both since reteched and returned to the race. This gave Gibbs an insurmountable lead at the front, and on the last two laps he took the time to wave and wheelie in the rain for the fans and corner workers.

Back in the pack, Lantz came under pressure from Jeff Kramer, who had worked his way up from the last row to challenge for second on the last lap. At the checkers it was Gibbs, Kramer and Lantz. The results did not stand, however, due to a yellow-flag foul. Before the race was over, Acree crashed in turn 10, bringing out the yellow flag. Several riders informed officials that Kramer was using the waving yellow flags to make his passes, and after questioning all the riders involved, WERA officials penalized Kramer five positions on the track, moving him from second to seventh in the final results.

The last race that went off before

the day's activities were pre-empted was the B Super Stock contest. This time, Stokes bolted to the front from the fifth row to take the lead from his teammate Caylor. By the second lap, Stokes had a good-sized lead over a tight group that was battling for second through fifth. Gibbs pulled off with a mechanical problem on the second lap, and Hayden worked his way to the front of the pack for second at the white flag, but there was no chance of his catching Stokes. Stokes won, with Hayden and Charles Otis joining him on the podium. *CN*

**Road Atlanta**
**Braselton, Georgia**
**Results: March 13-14, 1999**

**D S/BK EX:** 1. Frank Stroman (Kaw); 2. Tommy Campbell (Yam); 3. Steve A. Long (Yam); 4. John Hovey (Yam).

**D S/BK NOV:** 1. C. Kyle Ray (Yam); 2. Tracee Stephen Polcin (Yam); 3. Barry T. Pailes (Yam); 4. Shawn Quickert (Yam); 5. Michael Lighton (Yam).

**A S/BK EX:** 1. Brian Stokes (Suz); 2. Chris Caylor (Suz); 3. Roger Lee Hayden (Suz); 4. Mike deBrabant (Suz); 5. Jeff Kramer (Suz).

**C-PROD NOV:** 1. Keenan Foster (Hon); 2. Wrenn Smith (Hon); 3. Ernest D. Maile II (Kaw); 4. Clint Rupert (Suz); 5. Steve Clark (Yam).

**C S/STK:** 1. Brian Gibbs (Suz); 2. Brian Lantz (Kaw); 3. Charles Otis IV (Suz); 4. Bryan Barbour (Suz).

**125 GP:** 1. Jason DiSalvo (Hon); 2. Glenn Pison (Hon); 3. Matt Henderson (Hon); 4. Jim Conley Jr. (Hon); 5. David Celento (Yam).

**CLBMN EX:** 1. Frank Stroman (Kaw); 2. Mark Morrow (Yam); 3. Bill Siewert (Kaw).

**CLBMN:** 1. Shawn Quickert (Yam); 2. Michael Lighton (Yam); 3. Rick Guirey (Yam); 4. Jeffrey M. Rozycki (Yam); 5. Roger Deon (Kaw).

**B S/STK EX:** 1. Brian Stokes (Suz); 2. Roger Lee Hayden (Suz); 3. Jonathan Bowman (Suz); 4. Chris Caylor (Suz); 5. Charles Otis IV (Suz).

**B PROD NOV:** 1. Keenan Foster (Hon); 2. Roman A. Kilgore (Suz); 3. Ernest D. Maile II (Kaw); 4. Clint Rupert (Suz).

**F-2 EX:** 1. Jason DiSalvo (Hon); 2. Robert Barringer (Yam); 3. Brett Remesik (Yam).

**F-2 NOV:** 1. Rocky Stargel (Yam); 2. Tracee Stephen Polcin (Yam); 3. Steven R. Bell (Yam).

**AMA/Checkered Flag Productions Arenacross Round 13**

# Moore takes charge

**By Clay Light**

PRINEVILLE, OR, MAR. 12-13

Dan Moore carted off the lion's share of the cash payoff at the final round of the AMA/Checkered Flag Productions National Arenacross Series with a two-class sweep of both nights of racing at the Crook County Fairgrounds' Exposition Arena.

Riding a Sports Cycle/Xtreme-backed Suzuki, Moore was nothing less than spectacular in his two 125cc and two 250cc main-event victories throughout two nights of racing.

Things did not start off quite so good for Moore, as Todd Fletcher handed Moore a loss - the only such occurrence of the weekend - in 125cc qualifying on Friday night.

With the lure of big money on the line, Moore rebounded quickly in Friday's 125cc Pro final to trail SMP's Justin Homan on the opening lap of the main event. Moore overtook Homan, the local favorite, to take possession of the lead - one he would not relinquish. The battle for second went to the finish, resulting in Homan netting the position from Fletcher, who was followed by Cody Taylor and Walter Campbell.

Moore quickly got out front in the 250cc Pro final, leading Fletcher and Homan, who once again provided all of the action behind Moore, who opened up another of his untouchable leads. Fletcher, riding a Kawasaki, seemingly controlled the number-two spot, but he lost out on the last lap to Homan after getting out of shape in the rugged whoop section.

"Man, that mistake just cost me $150 bucks," Fletcher said. "I screwed up in the whoops with the flag in sight and Justin got by me big."

On Saturday night, Moore won both of his qualifiers to take the top pick on the starting line in the Pro main events, using the position to launch out ahead of the field in the 125cc Pro main. Campbell put his Honda into second, close behind Moore, in what was Campbell's best performance of the weekend. Campbell, however, lost his composure in the tricky whoop section and then lost a position to Homan.

Homan, in turn, also fell victim to the course, moving Fletcher into second at the finish, well behind Moore but ahead of Campbell, Taylor and Homan, who remounted quickly enough to salvage fifth.

**Dan Moore won four Pro main events during two consecutive nights of arenacross action in Prineville, Oregon.**


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Thomas Kelly (636) heads the pack through turn one in 125cc A action, but Jim Neese (behind Kelly) took over the lead to win the class.

The final Pro main event of the weekend was the 250cc Pro feature, in which Moore motored into the lead ahead of Fletcher, Homan, Kawasaki rider Brian Mockridge, Campbell and Taylor on the opening lap. For the fourth time in two days of racing, Moore opened up a huge lead and held on for the top payoff.

Homan ran second but was in another heated battle with Fletcher. Coming into the final turn, Homan jammed a wheel under the South Dakotan, a move which sent the already-hurting Homan sprawling to the ground. It also allowed Fletcher to nab the number-two spot behind Moore. Homan got rolling in time to grab third, ahead of Taylor and Campbell.

Saturday's amateur program showcased several impressive performances, such as the one turned in by KTM-mounted Will Wallace. Wallace totally trounced the competition in the 125cc B class, handily winning the main event and finishing well ahead of Eugene Licitra and Jesse Lutz. Trailing the trio were Gentry Cenega, Scotty McManus, and Honda-mounted James Adkisson, who filled out the top six.

With 26 riders, the evening's largest class was the 125cc C class. This forced several qualifiers as well as a last-chance qualifier before the field was trimmed to 12 for the main event. Suzuki rider Brody Baxter led the final, ahead of Mike Stenzol and Sean Light, but it was Baxter who went uncontested to the finish for the win, ahead of Stenzol, T.J. Moschetti, Nathan Barton, Cody Wright and Light, the sixth-place finisher.

KTM-mounted Noah Westerhuis led the Pee Wee final, but unlike in his dominant qualifier performance, he failed to put together a successive string of laps and thereby allowed fellow KTM rider Tyler Craig to hold the top position after Westerhuis crashed. Carson Rockridge finished second, ahead of Cobra-mounted Steele Davidson, Travis Quisenberry and Honda-mounted Dylan Stone. CN

**Crook County Fairgrounds**
**Exposition Arena**
**Prineville, Oregon**
**Results: March 12-13, 1999**
**(Round 13 of 13)**

**Friday**

**125 PRO:** 1. Dan Moore (Suz); 2. Justin Homan (Suz); 3. Todd Fletcher (Kaw); 4. Cody Taylor (Yam); 5. Walter Campbell (Hon).

**250 PRO:** 1. Dan Moore (Suz); 2. Justin Homan (Suz); 3. Todd Fletcher (Kaw); 4. Cody Taylor (Yam); 5. Walter Campbell (Hon).

**JUMP-OFF:** 1. Justin Homan (Suz).

**Saturday**

**125 PRO:** 1. Dan Moore (Suz); 2. Todd Fletcher (Kaw); 3. Walter Campbell (Hon); 4. Cody Taylor (Yam); 5. Justin Homan (Suz).

**25O PRO:** 1. Dan Moore (Suz); 2. Todd Fletcher (Kaw); 3. Justin Homan (Suz); 4. Cody Taylor (Yam); 5. Walter Campbell (Hon).

**P/W:** 1. Tyler Craig (KTM); 2. Carson Rockridge; 3. Steele Davidson (Cob); 4. Travis Quisenberry; 5. Dylan Stone (Hon).

**60:** 1. Glen Crowder (Hon); 2. Rhett Johnson (Kaw): 3. Derrick Cole (Hon); 4. Andrew Thresher (Kaw); 5. Judd Buley (Kaw).

**80:** 1. Jason Loemis (Hon); 2. Warren Reymier (Kaw); 3. Zack Zinsdale (Kaw); 4. Travis Moschetti (Hon); 5. Evan Eibeck (Yam).

**125 C:** 1. Brody Baxter (Suz); 2. Mike Stenzol (Hon); 3. T.J. Moshetti (Suz); 4. Nathan Burton (Kaw); 5. Cody Wright (Hon).

**125 B:** 1. Will Wallace (KTM); 2. Eugene Licitra (Hon); 3. Jesse Lutz (Hon); 4. Gentry Ceniga (Hon); 5. Scotty McManus (Hon).

**250 B:** 1. Josh Bispo (Hon); 2. Tyler Fitzsimons (Kaw); 3. Jeremy Kendall (Yam); 4. Brody Baxter (Suz): 5. Casey Daugherty (Yam).

**VET:** 1. William Kinney (Kaw); 2. Nev Laborde (Kaw); 3. Scotty McManus (Hon); 4. Dave Cheney (Yam); 5. Mike Kilby (Suz).

**JUMP-OFF:** 1. Eugene Licitra (Hon).

**AMA USA Mega Series, Round 3**

# Neese cruises Muddy Creek

**By Barbara Williams**
**Photo by Loren Williams**

BLOUNTVILLE, TN, MAR. 20-21

Pro Tel-backed Jim Neese did not mind a soft track at the third round of Victory Sports' AMA USA Mega Series, held at Muddy Creek Raceway. Neese rocked the house with perfect motos on Sunday in the 125cc A, 250cc A and Over 25 A classes and banked the lion's share of the pro-payout loot.

"This has been a long time coming," grinned Neese. "It feels good."

Suzuki pilot Daniel Tesh had a successful weekend as well, sweeping the 125cc B Stock and Unlimited A/B divisions on Saturday, and then the 125cc B and 250cc B classes on Sunday.

The event, which also doubled as a Loretta Lynn's Southeast area qualifier, drew more than 900 entries from all over the entire eastern United States. Neese missed Saturday's sunshine and perfect Muddy Creek track, and raced only in Sunday's Modified program. Regardless, he waxed the competition, grabbing every holeshot in every moto he entered. He also led every lap in every moto he entered.

In 125cc A action, Neese's closest competition came from KTM pilot Richard Prather and Kawasaki jockey Thomas Kelley, with Jered Black and Timmy Milligan added to the mix for interest. By the first lap of each moto, Neese had checked out to the next county, leaving the rest of the field to bicker over who got second through fifth. Prather and Kelley traded second and third; in the first moto, they were followed by Milligan and Alabama's Clark Stiles. Both Milligan and Stiles had bad luck in the second round, yielding their places to Black and Brad Edwards.

Neese's story was much the same in the 250cc A and Over 25 A classes. His YZ250 was the hottest thing on the track, quicker even than Kevin Walker's big YZ400F.

"The four-stroke is a lot faster than I showed today; as a matter of fact, it's a lot more than I can hang on to yet," Walker admitted. "After two laps, I got arm pump, and I'm just happy I didn't dump myself on my head."

While Neese cruised out front, Walker mixed it up with Prather, Stiles and Kelley. Stiles scored consistent third places aboard his KX, and Walker and Prather traded seconds and fourths.

The second-moto start of Over 25 A action saw Neese, Walker and Prather blast three-wide through turn one. Neese did not shut off at all through the treacherous downhill section that concludes the first turn. As a result, he grabbed the lead from the more cautious Walker. Prather, Tim Hodock, Kevin Blalock and Jamie McCoy put on a show of their own in a fight for fourth.

Daniel Tesh's pit crew had good reason to feel good about Tesh's great weekend, as Tesh turned in eight perfect motos to dominate two classes per day.

Saturday's outing produced wins in both the 125cc B Stock and Unlimited A/B divisions amid fields of 21 and 22 top-flight Eastern riders, respectively.

Pleasant sunshine and a perfect track combined to make it a dream day for Tesh. In both classes, the action took place behind Tesh's rear fender in the tussle for runner-up, and virtually no one in either class finished consistently except for Tesh. The results fluctuated so much that in the Unlimited A/B race, Matt Summers took second with 4-3 finishes.

The riding conditions on Sunday were almost completely the opposite of those on Saturday, but it did not seem to matter to Tesh, even though he did not take the holeshot in either moto of 125cc B competition. He had only one truly bad start: In the first moto, he reached turn one eight places down.

"I saw I had some work to do," commented Tesh, "so I just got down to it and started picking people off."

By the halfway point, Tesh had only holeshot artist Casey Barnes to deal with, and he polished him off with apparent ease.

Tesh's 250cc B motos were flawless, as he jumped out front on the start and left everyone else to play in the mud. CN

**Muddy Creek Raceway**
**Blountville, Tennessee**
**Results: March 20-21, 1999 (Round 3 of 16)**

**Saturday**

**51 (4-6) STK:** 1. Ian Trettel (Cob); 2. Preston Thomas (KTM); 3. Garret Toth (Cob); 4. Cody Robbins (Cob); 5. Trevor Brown (Cob).

**51 (7-8) STK:** 1. Colton Bailey (Cob); 2. Austin Stroupe (Cob); 3. Lowell Spangler (Cob); 4. Bradley Bunch (Cob); 5. McKinnon Welborn (Cob).

**51 (4-6) STK SHAFT:** 1. Cody Robbins (Yam); 2. Chelsea McSwain (Yam); 3. Frank Lettieri Jr. (Yam); 4. Damon Goin (Yam); 5. Colton Renaker (Yam).

**65 (7-9) STK:** 1. Matthew Pierson (Kaw); 2. Justin Ashburn (KTM); 3. Steven Houser (Kaw); 4. Austin Stroupe (Kaw); 5. Tyler Bright (KTM).

**65 (10-11) STK:** 1. Chad M. Wages (Kaw); 2. Joshua Schmitt (Kaw); 3. Chris Osborne (Kaw); 4. Robert Garthe (Kaw); 5. Willy Toth.

**85 (7-11) STK:** 1. Timothy Hollenbeck (Yam); 2. Chad M. Wages (Suz); 3. Eric Dudley (Kaw); 4. Aaron Nations (Kaw); 5. Joshua Schmitt (Yam).

**85 (12-13) STK:** 1. Steven Shoaf (Suz); 2. Kyle Preston (Yam); 3. Bryan T. Walker (Yam); 4. Drew Askew (Yam); 5. Rodger Mason (Yam).

**85 (14-15) STK:** 1. Gavin Gracyk (Kaw); 2. Justin Jones (Yam); 3. Blake Hovis (Hon); 4. Ty Conway (Yam); 5. Zachary C. Miller (Suz).

**U/L MINI:** 1. Gavin Gracyk (Kaw); 2. Steven Shoaf (Suz); 3. Kyle Preston (Yam); 4. Caleb Benton (Suz); 5. Eric Dudley (Kaw).

**125 (12-15) STK:** 1. Adam Overcash (Suz); 2. Aaron Stancil (Yam); 3. Blake Pierson (Suz); 4. Nicholas Vargo (Suz); 5. Christopher Hovis (Yam).

**125 B STK:** 1. Daniel Tesh (Suz); 2. Doug Earls (Suz); 3. Thomas Epps (KTM); 4. Blake Pierson (Suz); 5. J.T. Smith (Hon).

**125 C STK:** 1. Nicholas Wolfe (Yam); 2. Dwane Mitchell (KTM); 3. Bradley Robertson (Yam); 4. Jason Marsh (Suz); 5. Jason Tucker (Suz).

**250/OPEN A STK:** 1. Hans Neel (Hon); 2. Thomas Kelley (Kaw); 3. Brad Edwards (KTM); 4. Roger Carrico (Hon); 5. Richie Clippard (Kaw).

**250/OPEN B STK:** 1. Doug Earls (Suz); 2. Jerry Strange (Yam); 3. Jackson Vick (Hon); 4. Joshe Clark (Hon); 5. Adam Brannum (Yam).

**U/L A/B:** 1. Daniel Tesh (Suz); 2. Matt Summers (Kaw); 3. Gregg Smith (KTM); 4. Jason Saunders (Kaw); 5. Alan Anderson (Yam).

**U/L C:** 1. Dwane Mitchell (Kaw); 2. Bradley Robertson (Yam); 3. Jonathan Riner (Suz); 4. Adam Lynn (Suz); 5. Daniel Reese (Hon).

**U/L:** 1. Chris Graham (Hon); 2. Nathaniel Comer (Kaw); 3. Jeffrey Kramm (Hon); 4. Travis Collins (Yam); 5. Josh Mullinax (Hon).

**WMN 80-105 (12-15):** 1. Leah Cantrell (Suz); 2. Jessye Davis (Kaw).

**WMN 105+:** 1. Jennifer Shultz (Yam).

**Sunday**

**50 (4-6):** 1. Ian Trettel (Cob); 2. Preston Thomas (KTM); 3. Cody Robbins (Cob); 4. Trevor Brown (Cob); 5. Christian Parrish (Cob).

**50 (7-8):** 1. Colton Bailey (Cob); 2. Bradley Bunch (Cob); 3. Zachary Alvear (KTM); 4. Patrick Johnson (KTM); 5. Corey Carr (Cob).

**50 SHAFT JR:** 1. Cody Robbins (Yam); 2. Damon Goin (Yam); 3. Trevor Barrett (Yam); 4. Chase Grooms (Yam); 5. Gavin Trettel (Yam).

**60 (7-9):** 1. Justin Ashburn (KTM); 2. Tyler Bright (KTM); 3. Madison Hambright (Kaw); 4. Dustin Rowe (KTM); 5. Zachary Alvear (Kaw).

**60 (10-11):** 1. Chad M. Wages (Kaw); 2. Joshua Schmitt (Yam); 3. Taylor Reilly (Kaw); 4. Jonathan Dove (Kaw); 5. Adam Townsend (Kaw).

**85 BEG:** 1. Shayne Jordan (Kaw); 2. Brandon Shepard (Kaw); 3. Chad Chaney (Yam); 4. Corey Richey (Hon); 5. Jeffrey Coates (Yam).

**JR MINI:** 1. Chad M. Wages (Suz); 2. Jase Lewis (Hon); 3. Chase Whitten (Kaw); 4. Joshua Schmitt (Yam); 5. Matthew Townsend (Suz).

**85 (9-13) MOD:** 1. Steven Shoaf (Suz); 2. Kyle Preston (Yam); 3. Bryan T. Walker (Yam); 4. Drew Askew (Yam); 5. Jase Lewis (Hon).

**85 (12-13):** 1. Steven Shoaf (Suz); 2. Matt Miller (Suz); 3. Douglas Thomason (Kaw); 4. Blake Arrowood (Hon); 5. Michael Graham (Kaw).

**85 (14-15):** 1. Gavin Gracyk (Kaw); 2. Blake Hovis (Hon); 3. Zachary C. Miller (Suz); 4. Justin Jones (Yam); 5. Ty Conway (Yam).

**S/MINI:** 1. Gavin Gracyk (Kaw); 2. Steven Shoaf (Suz); 3. Michael Graham (Kaw); 4. Blake Hovis (Hon); 5. Jake Furnace (Kaw).

**SCHBY:** 1. Adam Overcash (Suz); 2. Aaron Stancil (Yam); 3. Jason Wiley (Yam); 4. Siler Chapman (Suz); 5. Bradley Robertson (Yam).

**125 PRO:** 1. Jim L. Neese (Yam); 2. Richard Prather (KTM); 3. Thomas Kelley (Kaw); 4. Jered Black (Yam); 5. Brad Edwards (KTM).

**125 B:** 1. Daniel Tesh (Suz); 2. Casey Barnes (Suz); 3. Aaron Stancil (Yam); 4. Jerry Strange (Yam); 5. Thomas Epps (KTM).

**125 C:** 1. Matt Blevins (Suz); 2. Jacob Saylor (Kaw); 3. Josh Montgomery (Yam); 4. Dwane Mitchell (KTM); 5. Jason Tucker (Suz).

**125 D:** 1. Aaron Legg (Hon); 2. Clarke Austin (Suz); 3. Justin Price (Kaw); 4. Stephen Justice II (Hon); 5. Jeremy Crookshanks (Kaw).

**250 PRO:** 1. Jim L. Neese (Yam); 2. Kevin Walker (Yam); 3. Clark Stiles (Kaw); 4. Richard Prather (KTM); 5. Thomas Kelley (Kaw).

**250 B:** 1. Daniel Tesh (Suz); 2. Doug Earls (Suz); 3. Shane Hager (Kaw); 4. Matt Summers (Kaw); 5. Jerry Strange (Yam).

**250 C:** 1. Jacob Saylor (Kaw); 2. Matt Greene (Kaw); 3. Nicholas Wolfe (Yam); 4. Kyle Shoun (Hon); 5. Allen Brown (KTM).

**250 D:** 1. Brandon Simpson (Suz); 2. Scott Findlay (Yam); 3. Rocky Clark (Yam); 4. Mike Walker Jr. (Suz); 5. Michael Potts (Hon).

**25+ A:** 1. Jim L. Neese (Yam); 2. Kevin Walker (Yam); 3. Richard Prather (KTM); 4. Tim Hodock (Suz); 5. Kevin Blalock (Yam).

**25+ B:** 1. Robert Woody (Kaw); 2. Rodney Cavender (Kaw); 3. Bobby Sanders (KTM); 4. Larry Mitchell (Suz); 5. Ray Boruff (Hon).

**25+ C:** 1. Kyle Shoun (Hon); 2. Chad Perry (Kaw); 3. Gregg Hopkins (Suz); 4. Jason Rowe (Yam); 5. Gary Slayer (Kaw).

**30+ A:** 1. Albert McCoy (Suz); 2. Ron Jones (Suz); 3. Kevin Blalock (Yam); 4. Ricky Joyce (KTM); 5. James Hayes III (Hon).

**30+ B:** 1. Rodney Cavender (Kaw); 2. Sam King (Suz); 3. Robert Woody (Kaw); 4. David Tucker (Suz); 5. Kerry Jones (Suz).

**30+ C:** 1. Darrell Bailey (Hon); 2. Michael Tolliver (Hon); 3. Chad Viers (Yam); 4. Christopher Frady (Suz); 5. Kyle Grant (Yam).

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**35+:** 1. Ron Jones (Suz); 2. Kerry Jones (Suz); 3. Kenneth Tedards (Yam); 4. Roger Arnold (Yam); 5. Rick Cooper (Yam).

**40+:** 1. Ron Jones (Suz); 2. Kenneth Frankenberry (Kaw); 3. Roger Arnold (Yam); 4. Vance Chase (Hon); 5. Michael Robinson (Suz).

**48+:** 1. Steven Lewis (Yam); 2. Johnny Gibson (Suz); 3. Ted Shortridge (Suz); 4. Ted Fields (Yam); 5. Danny Eller (Hon).

**4-STRK:** 1. Kevin Walker (Yam); 2. Larry Sparks (Yam); 3. Joseph Prather (Yam); 4. Steven Lewis (Yam); 5. Bobby Ousley (Yam).

**U/L AM:** 1. Wesley McCoy (Suz); 2. J.T. Smith (Hon); 3. Jason Shook (Yam); 4. Justin Brooks (Yam); 5. Matt Summers (Kaw).

**U/L C/D:** 1. Ted Osborne Jr. (KTM); 2. Jonathan Riner (Suz); 3. Terrell Collins (Suz); 4. Charles Meadows (Suz); 5. Brandon Cole (Hon).

**WERA National Vintage Series: Road Atlanta**

# Morrow's day at Road Atlanta

**By Drew Lincoln**

BRASELTON, GA, MAR. 13

The WERA National Vintage series came to Road Atlanta for the second of the 22 events held in the series. The six-lap races, which were held in conjunction with the Saturday portion of a WERA Regional Sprint weekend, used a four-race format to group together motorcycles of equal performance levels.

The most dominant rider of the event was without a doubt the current WERA National Vintage series National Champion, Mark Morrow. Using his trusty multichampionship-winning RZ350, Morrow won three of the four combined races, and only an electrical gremlin on the starting grid prevented what could have been a clean sweep of the weekend's races.

Race A lumped Formula RD, Lightweight and Heavyweight Classics together, making for a diverse field of racing motorcycles. More than half of the riders in the field of 28 were in the Formula RD class, but the two Classic races had many BSA 500ccs, Triumph 500ccs and even an ex-factory Harley-Davidson 250cc single.

From the outside of the front row, Richard Lucas launched his RD400 spec racer to the front to lead the first lap, but Mark Morrow, coming from the middle of the third row, was gaining on him and took over the lead before the halfway flags. The two riders were the class of the field, pressuring each other heavily while managing to navigate the slower traffic of the different classes.

On the white-flag lap, Morrow was visibly drifting the spindly tires of the RD through turn 12 before the start/finish line in order to open a gap on Lucas. He went on to win by a two-second margin.

Race B combined Formula 500, Middleweight Classic and V1. Morrow, on the second row of the 29-rider field, pulled off the grid with a mechanical problem, later to be diagnosed as a faulty on/off switch on the handlebar. At the drop of the green flag, the whole front row became locked in battle for the entire length of the race. Mike Mathews got the holeshot from the middle of the front row, with John V. Stauber and Joey Naval close behind. Stauber and Naval traded positions several times during the race, with each taking a turn at chal-


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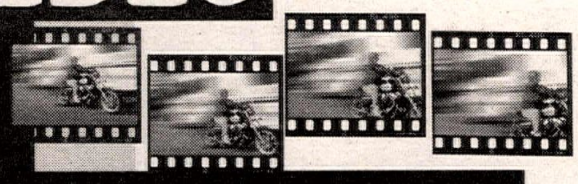

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- Father of two
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Brian Butler maneuvers around a hairpin turn en route to the Wild Boar Enduro overall in Clear Creek, California.

lenging Mathews. On the run to the checkered flag, Stauber sliced inside of several backmarkers that Naval was attempting to pass on the outside. Stauber himself made the pass work for second in the Formula 500 class.

Race C banded together the V2, V4 and Formula Two-Stroke classes. The race was a three-wave start, with earlier favorites Stauber, Morrow and Mathews all in separate waves and all in separate classes. The start saw Stauber take the lead, followed by Eric Mercer, both from the first wave, and they were soon to be joined by second-wave starters Morrow and Stephen J. Foote. Mercer and Mathews were racing V4s, and Morrow and Foote were contesting Formula Two-Strokes. The latter pair pushed through traffic in order to catch the overall leaders by the third lap. Morrow rode his RZ350, while Foote was using an exotic RZ500.

By the fourth lap, Morrow had displaced Mercer for second on the track and looked intent on reeling in Mathews. On the penultimate lap, Mark Morrow took the lead and never looked back. If he had, he would have seen Foote using the RZ500 to take over third overall, second in class, at the flag.

Race D coupled the Super Vintage class of V5 with V3 as the last race of the day. This time Mark Morrow had the pole position from the first wave, by virtue of his National Championship from the previous season. When the green flag fell, he got the holeshot and steadily pulled away from the rest of the field, thus ending a nearly perfect day of Vintage racing. In the V3 class, one of Morrow's competitors from earlier in the day, Joey Naval, on his Suzuki 500 Water Buffalo, took the win in convincing style. CN

**Road Atlanta**
**Braselton, Georgia**
**Results: March 13, 1999 (Round 2 of 22)**

**H/W CLSC:** 1. Tim Noyce (Tri); 2. Rixon D. Breckon (Tri); 3. David A. Rutherford (BSA).
**L/W CLSC:** 1. Gary P. Smith (Hon); 2. Daniel Kane (Hon); 3. Wayne Allen (H-D).
**F-RD:** 1. Mark Morrow (Yam); 2. Richard Lucas (Yam); 3. Lynford P. Garland (Yam); 4. Paul Garland (Yam); 5. Alex Delia (Yam).
**M/W CLSC:** 1. Ross Craig Breckon (Duc); 2. Steven Mahanes (Duc); 3. Wayne Allen (H-D).
**VINT 1:** 1. William Buff Harsh III (Hon); 2. Rixon D. Breckon (Tri); 3. Robert Brooks (Hon).
**F-500:** 1. Mike Mathews (Hon); 2. John V. Stauber (Yam); 3. Joey Naval (Suz).
**VINT 4:** 1. John V. Stauber (Yam); 2. Eric Mercer (Yam); 3. Mark Nadelkov (Yam).
**VINT 2:** 1. Mike Mathews (Hon); 2. William Buff Harsh III (Hon); 3. Robert Brooks (Hon).
**F-2-STRK:** 1. Mark Morrow (Yam); 2. Stephen J. Foote (Yam); 3. Michael Lighton (Yam).
**VINT 5:** 1. Mark Morrow (Yam); 2. Stephen J. Foote (Yam); 3. Dale Burroughs (Kaw).
**VINT 3:** 1. Joey Naval (Suz); 2. Mark Mitchell (BMW); 3. Mark Nadelkov (Yam).

**District 36 Northern California Enduro Series Round 2**

# Butler serves up Wild Boar

**By Jill Ashworth Patterson**

CLEAR CREEK, CA, MAR. 14

KX250-mounted Brian Butler blasted through 95 ground miles of a thickly brushlined, three-loop course to claim his second consecutive Wild Boar overall victory at Clear Creek, California.

Butler discovered early in the day that the Timekeepers Motorcycle Club had worked hard to design new trails and route the course along terrain they had not used before.

"My home-court advantage was reduced," Butler said. "I couldn't count on knowing where the trails would go next."

Loop one sent 191 entrants up a fire road to the top of Goat Mountain, where a course split waited for the A and B classes. Set with a 24-mph speed average, the tight, single-track trail wound its way down a steep hill and followed a dry creek bed covered with loose rocks. It then continued up a narrow, manzanita-infested trail that merged back into the fire road. The C class was spared the gnarly excursion and followed the fire road.

The rest of the first loop featured some of the tightest trails of the event and concluded at the end of Clear Creek Canyon, four checks and 21.6 miles after the start.

Faultline Suspension/Red Line Oil/FMF-sponsored Butler emerged from the brush at the first gas stop with the best score. He was 11 tie-breaker seconds ahead of Team Green/Cycle Pro-endorsed Craig Wesner; each had dropped seven points. Next, carding a nine, was Woodland Cycle's Marty Walden.

Yuba City Yamaha/FMF/Cycle Gear-backed Ty Spooner was riding in fourth, with 10 points, and Fox/Factory Connection/Mach One-supported Dave Wood was holding fifth with a score of 13.

The second loop took riders out past Spanish Lake, then north through a remote canyon that had not seen enduro traffic since 1985. Single-track trails, scenic views, fire roads and resets carried riders through the next five checks and over 44 more miles of terrain.

Butler, Wesner and Spooner, along with many other riders, had trouble staying on course at various locations throughout the second loop.

"I took a wrong turn and got lost for a while," Spooner said. "When I got back on course, my computer was flashing a false 'early.' I missed the next check by only a couple of seconds. It was so frustrating to be 10 feet from the check and see the clock click past my minute."

Wesner also described being baffled while on loop two.

"I got off this one trail two different times without knowing it," Wesner said. "Then I found myself right back on it, but behind guys who were on the minute behind me," Wesner said. "I don't know how that happened."

"I railed past a slower rider and got off course," Butler said. "Then, when I looked back over my shoulder, I saw his head bobbing up and down through the bushes where I should have been. I missed a turn."

Butler's detour caused him to lose a point at check eight, and Wesner's zero put him into the lead.

Walden, who recalled having similar problems a month earlier at the Quicksilver National (also held at Clear Creek), did not want to lose time by being off course again.

"Anyone who rides Clear Creek has got to know there's little trails hidden everywhere," Walden said. "You've just got to pay extra attention and keep double-checking for course markings."

Loop two ended after check nine, and riders compared scores while at the gas break. Wesner had eight, Butler had nine and Walden had 10. Wood, the only rider to zero the whole second loop, moved into fourth with his 13, just seconds ahead of Spooner's 13.

Wesner and Butler were each suffering from head colds, and they both used a unique method to restore energy while at the gas stop.

"I was fatigued," Butler said. "I knew we were both pretty sick when we hit the cough-syrup bottle instead of the power drinks."

"We had some Pedialyte," laughed Wesner. "It rehydrated us, and we were ready to go."

Early in the third loop, riders faced a 5.5-mile-long section with whoops and twisting trails through thick brush at 36 mph before getting to check 10.

Wesner took a wrong turn a few hundred yards after the check, and Butler regained the lead.

"I remember wondering what happened to Craig," Butler said. "I didn't see him again at any of the resets."

Butler's final point loss of 18 at the finish secured his overall and AA-class victories. Walden's strict course-marker-watching strategy paid off; he had 19 points, and he took second overall and first in the A 200cc class.

Wesner sped his way back on course, making up enough time to hold on to third overall and second in the AA class with a score of 20, and Spooner claimed fourth overall and first A Four-Stroke with 21. Wood, who had a cast removed from a still-healing broken hand the week before the event, captured fifth overall and third in the AA class.

The Timekeepers also hosted the Wild Piglet Family Enduro the day before the Wild Boar and received copious praise from its 145 participants for providing such a fun and enjoyable family enduro. CN

**Wild Boar Enduro**
**Clear Creek, California**
**Results: March 14, 1999 (Round 2)**

**O/A:** 1. Brian Butler (Kaw); 2. Marty Walden (Yam); 3. Craig Wesner (Kaw); 4. Ty Spooner (Yam); 5. Dave Wood (CRE).
**AA:** 1. Brian Butler (Kaw); 2. Craig Wesner (Kaw); 3. Dave Wood (CRE).
**A 200:** 1. Marty Walden (Yam); 2. Robert Wynn (KTM); 3. Craig Hoffman (KTM); 4. Chris Young (Hon); 5. Steve Shoemaker (Yam).
**A 250:** 1. Greg Ruffoni (Kaw); 2. Troy Winslow (KTM); 3. Dave Clemons (Hon); 4. Chris Toman (Hon); 5. Heather Wilson (Kaw).
**A 4-STRK:** 1. Ty Spooner (Yam); 2. Mark Maldonado (Yam); 3. Aaron Sykes (Kaw); 4. Richard Bishop (Hon); 5. Bryan Fiscalini (Yam).
**A OPEN:** 1. Duke Lambert (Hon); 2. Michael Hayes (Hon); 3. Billy Russell (KTM); 4. Michael Behrens (KTM); 5. Dave Peel (KTM).
**A VET:** 1. Bill Jarvis (Hon); 2. Troy Bartle (KTM); 3. Todd Winslow (Kaw); 4. Marc DeMarco (KTM); 5. Steve Anderson (Hon).
**A SR:** 1. Chris Von Kleist (Hon); 2. Bill Fargo (Hon); 3. John Poor Jr. (Hon); 4. Ken Peschel (Yam); 5. Charles Perlow Jr. (Kaw).
**A S/SR:** 1. Jeff Carr (Hon); 2. Richard Adan (Hon); 3. Bill Taylor (Hon); 4. Joseph Ferrante (Yam); 5. Louie Marshall (Hon).
**B O/A:** 1. David North (KTM); 2. Mark Denney (Hon); 3. Scott McEnespy (Hon); 4. Larry Weber (KTM); 5. David Olsen (Hon).
**B 200/250:** 1. Mark Denney (Hon); 2. Scott McEnespy (Hon); 3. Chad Grass (Hon); 4. Gregory Fisher (Hon); 5. Chris Cartwright (Kaw).
**B 4-STRK:** 1. Kevin Ruffoni (Hon); 2. Ken Malpus (Yam); 3. Paul Murphy (Hon); 4. Todd Kimble (Yam); 5. Kim Wettig (Yam).
**B OPEN:** 1. David North (KTM); 2. Robert Laird (Hon); 3. Jeff Mennick (Hon); 4. Aaron Phillips (Hon); 5. Bobby Thomson (ATK).
**B VET:** 1. Larry Weber (KTM); 2. Matt Talbott (Yam); 3. Chuck Wolfsen (Hon); 4. Brody Borgogno (KTM); 5. Karl Goetz (Kaw).
**B SR:** 1. David Olsen (Hon); 2. Jeff Buckner (Yam); 3. Harvey Schuler (Yam); 4. Randy Patterson (Hon); 5. David Quaccia (KTM).
**B S/SR:** 1. Leonard Conrad (KTM); 2. Meurig Davies (Hon); 3. James Counts (KTM); 4. Jim Peacock (KTM); 5. Michael McEnespy (KTM).
**C O/A:** 1. Chris Calkins (KTM); 2. Paul Carr (KTM); 3. Jon Dixon (KTM); 4. Michael Christenson (Suz); 5. Matt Carr (KTM).
**C 125/200/250:** 1. Michael Christenson (Suz); 2. George Smyrniotis (Hon); 3. Mark Fulbright (Kaw); 4. Preston Barker (Hon); 5. Luis Reyes (Kaw).
**C 4-STRK:** 1. Steven Poor (Hon); 2. Malcolm Kingsley (Kaw); 3. John Murphy (Hon); 4. Seth Williams (Hon); 5. Brian Tripp (Hon).
**C OPEN:** 1. Matt Carr (KTM); 2. Chris Dempsey (KTM); 3. Eric Tapley (Hon); 4. Bryan DeRosa (Hon); 5. Brian Itterly (KTM).
**C VET:** 1. Chris Calkins (KTM); 2. Paul Carr (KTM); 3. Jon Dixon (KTM); 4. Scott Laurance (Husky); 5. John Morgan (KTM).
**C SR/S/SR/WMN:** 1. Rick Mrofka (Hon); 2. Steve Maionchi (Yam); 3. Leo Steinle (Kaw); 4. Neil Kimmel (Hon); 5. Denis J. Potter (KTM).

**Doug Hall Memorial Motocross**

# Lewis hews out two

**By Deb Hershman**

FORT WORTH, TX, MAR. 6

Village Creek Motocross opened their night-track season with a memorial race to honor Over 40 Expert rider Doug Hall. Hall, holder of several Over 40 series titles and a top contender at the national level, was fatally injured during practice last December. The Doug Hall Memorial Trust Fund was established to help families of severely injured motocross racers offset medical costs. Two dollars from each gate-entry fee was collected for the fund. As an additional tribute to Hall, all Over 40 racers will ride free during

the month of March, compliments of track owner Terry Cordray.

Grabbing the holeshot in both motos of the combined Over 30/Over 40 gate was Yamaha-mounted Greg Lewis. Lewis claimed the Over 30 win by blocking the early pass attempts of second-placed Over 30 racer Tommy Dickey, who finished with an eight-second lead at the checkers. Although running third on the track, Suzuki-mounted Tom Smith claimed the overall win in the Over 40 group with dual victories. In moto one, Over 40 racer Ray Arnold moved up from a fourth-place start to challenge Smith. Smith and Arnold dueled for the final three laps, with Smith getting the edge at the finish line.

In moto two, Kawasaki-mounted Ralph Robinson led the group of Over 40 racers to challenge Smith, also doing battle with Jay Baker for second. Smith brought in the win, with Robinson netting second, followed by Baker.

In moto one of the 80cc Beginner class, Yamaha-mounted Justin Little got a slight edge on the rest of the field, pulling the lead out of the first turn. By lap two, a four-way battle for the top spot was raging between Kawasaki-mounted Casey Dowell, Bradley Knight and Yamaha-mounted Gary Shelton. Midway through, Shelton dug in and passed the top three, though he and Dowell continued to battle to the checkers, with Shelton edging out Dowell.

In moto two, Shelton and Dowell continued to duel for the lead as a freight train of five riders - including Justin Malcolm, Knight, Adam Presley and Ben Rodemeyer - battled for the third position. Lap three saw Sheldon opening up a slight lead over Dowell, with Knight holding down third just seconds before the dirt-pounding lineup of Cody Cothran, Charles Borchardt, Malcolm and Little. Sheldon claimed the win, giving him a 1-1 for the overall. Dowell received second overall with 2-2 moto scores, followed by Knight with a 3-3 tally. Fourth overall went to Little with 5-4, and fifth overall went to Cothran with 5-7. CN

**Village Creek Motocross**
**Fort Worth, Texas**
**Results: March 6, 1999**

**50 (4-6):** 1. Tyler Cummings (Cob); 2. Caleb Dowell (Cob); 3. Blake Hawk (KTM); 4. Chris Decker (KTM); 5. Elijah Gardiner (Yam).

**50 (7-8):** 1. Luke Davie (Cob); 2. Wesley Arrington (Lem); 3. Preston Primm (Cob); 4. Cory Perdue (KTM); 5. Hunter Douglas (Cob).

**50 OPEN:** 1. Luke Davie (Cob); 2. Preston Primm (Cob); 3. Matt Castloo (Act); 4. Hunter Douglas (Cob); 5. Wesley Arrington (Lem).

**60 (7-9):** 1. Kyle Cunningham (Kaw); 2. Richard White (Kaw); 3. Wesley Arrington (Kaw); 4. Tyler Ruckdeschell (Kaw); 5. Marshall Smith (Kaw).

**60 (10-11):** 1. Scotty Wennerstrom (Kaw); 2. Danny Atencio (Kaw); 3. Bradley Knight (Kaw); 4. Cody Ford (Kaw); 5. Jay Teske (Kaw).

**80 BEG:** 1. Gary Shelton (Yam); 2. Casey Dowell (Kaw); 3. Bradley Knight (Kaw); 4. Justin Little (Yam); 5. Cody Cothran (Kaw).

**80 (7-11):** 1. Vince Monteleone (Kaw); 2. Scotty Wennerstrom (Suz); 3. Marcus Wadley (Yam); 4. L.C. Horn (Kaw); 5. Tad Montgomery (Kaw).

**80 (12-16):** 1. Erik Huedspohe (Kaw); 2. Mike Chiudioni (Yam); 3. Riley Kurosky (Kaw); 4. James Pino (Suz); 5. Brad Cole (Kaw).

**80 OPEN:** 1. Erik Huedspohe (Kaw); 2. Riley Kurosky (Kaw); 3. James Pino (Suz); 4. Adam Reson (Kaw); 5. Britt Davis (Kaw).

**SCHBY:** 1. Ryan St. Cyr (Yam); 2. Scott Hershman (Yam); 3. Andrew Clark (Suz); 4. Case Campbell (Kaw); 5. Rusty Riley (Kaw).

**125 BEG:** 1. Eric McPherson (Hon); 2. Aaron Mitchell (Hon); 3. Craig Brewer (Yam); 4. Zach Faulk (Yam); 5. Tyler Nichols (Kaw).

**125 NOV:** 1. Cody Rheinlander (Yam); 2. Case Campbell (Kaw); 3. Corey Romero (Kaw); 4. Adam Jenning (Yam); 5. Jordan Miller (Suz).

**125 OPEN:** 1. Chase Reed (Yam); 2. Ryan St. Cyr (Yam); 3. Scott Hershman (Yam); 4. Adam Turner (Yam); 5. Rusty Riley (Kaw).

**COMB INT:** 1. Chase Reed (Yam); 2. Ryan St. Cyr (Yam); 3. Scott Hershman (Yam); 4. McFly Sheel (Suz); 5. Ricky Peterson Jr. (Yam).

**COMB PRO:** 1. Dustin Nelson (Yam); 2. Chris Torrence (Kaw); 3. Ronnie Clark (Yam); 4. Eric Kowalik (Suz); 5. Chad Sparks (Yam).

**250 BEG:** 1. Jordan Bates (Suz); 2. Shawn Kriese (KTM); 3. Darren Gilbert (Yam); 4. Earl Cegielski (Kaw); 5. Bryan Tennison (Yam).

**250 NOV:** 1. Adam Montoya (Yam); 2. Case Campbell (Kaw); 3. Josh Chandler (Yam); 4. Randy Hayes (Kaw); 5. Cody Cannon (Suz).


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| Practice | 7:00 am |
| Racing Starts | 8:30 am |
| Gates Close | 10:00 pm |

Classes: 60cc, 80cc, 125cc, 250cc,Vets, Quads on REM Track. **All skill levels**

**Saturday, May 8th**

| | |
|---|---|
| Gates Open: | 6:00 am |
| Sign-Up Opens | 6:00 am |
| Practice | 7:30 am |
| Racing Starts | 8:30 am |
| Gates Close | 10:00 pm |

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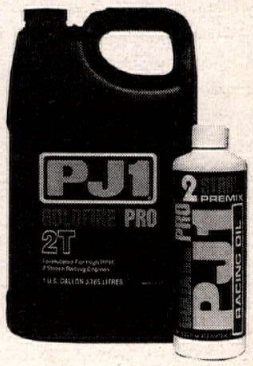


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**250 OPEN:** 1. Phil Ernst (Kaw); 2. Kyle Hudson (Yam).
**25+:** 1. Greg Lewis (Yam); 2. Mike Shirley (KTM); 3. James Moore (Hon); 4. Richy Hayes (Kaw); 5. David Lawler (Hon).
**30+ NOV:** 1. Mac Bennett (Suz); 2. Steven Atencio (Kaw); 3. James Moore (Hon); 4. Bryan Jackson (Kaw); 5. Kevin Ruckdeschell (Kaw).
**30+ INT:** 1. Greg Lewis (Yam); 2. Tommy Dickey (Suz); 3. Geronimo Gerisch (Kaw).
**40+:** 1. Tom Smith (Suz); 2. Ralph Robinson (Kaw); 3. Ray Arnold (Hon); 4. Jay Baker (Kaw); 5. David Vaughn (Kaw).

### AMA PJ1 Amateur Arenacross Series
### Round 15: Portland Coliseum

# Lacey and Schoen show

**By Don Schneider**

PORTLAND, OR, MAR. 9

The Amateur Arenacross Series traveled northwest to Portland and provided 17 different classes of racing for the enjoyment of the spectators and competitors alike.

Stefan Wilde took the win in Friday's 50cc race, but he had a tough time on Saturday, finishing in 10th. Taking the most points on the first two days of competition was Derek Butzer, with a third on Friday and the big win on Saturday.

Ty Lacey again opened the eyes of his peers after a romp aboard his Suzuki in both heat races during the 125cc Intermediate and 125cc Open classes. Taking the runner-up position in the 125cc Open class was Jay Bjaranson, who was followed by Austin Webb, Mike Klinger, Jeremy Walker and Scott Denham.

In the 125cc Intermediate main, Lacey led all but the last lap and a half. Backmarkers happened to be at the right place, as Kelvin Schoen negotiated the passing a little better. Schoen wicked it through the rhythm whoops, hunted down Lacey, and then blew past his competitor. Schoen stepped it up a notch and kept his ground as Lacey moved ever so close down the last gnarly whoop section. Rounding the final right-hander, Lacey just wasn't close enough to trade any paint, and the wave of the checkers went to the triumphant Schoen, who won by only half a bike length. Dustin Phillips, Eric Roth and Bryan Wandling filled out the top five spots, just ahead of Joe Breickway, Bjaranson, Brian Mack and Klinger.

Schoen, who is one year younger than Lacey, rode the 125cc Schoolboy class and dominated his heat race. Billy Jurevich and Devin Watson finished second and third, respectively. In the other 125cc Schoolboy heat race, Keith Kadell also made his mark with a runaway win over Dale Ainslie and Jeremy Moline. As luck would have it, though, Kadell crossed the finish line at the checkers and then crashed at the end of the rhythm whoop section.

The main was a Schoen show, as the he blitzed to the win. Ainslie finished in second, followed by Moline, Bryan Thibedeau, Joe Loiselle and Joey Mancuso. Rounding out the top 10 were Brandon Sinden, Watson, Scott Mengis and Kadell.

Race Lacey, 12, romped to the win in his heat race in the 85cc (12-13) class, ahead of James Hamilton, Joel Ard, Thomas Hayes and Mason Watson.

In the 85cc Open class, Joey Mancuso took his Honda to the heat-race win over Race Lacey and Lars Trulson. Taking fourth through sixth were Ben Swendsen, Josh Nelson and Derrik Hakes. Rounding out the top 10 were Brock Chappelle, Rand Hakes, Jacob Oerding and Travis McMackin. Mancuso repeated his feat in the main while the rest of the pack scurried for position. At the finish, it was Swendsen in the runner-up spot over Trulson, Lacey and Nelson. CN

D.L. Wood (6) and Jeff Long (2) negotiate the Mosier Valley track on their way to class wins. Wood won the Over 30 Pro class, while Long posted the Over 30 Intermediate win.

**Portland Coliseum**
**Portland, Oregon**
**Results: March 9, 1999 (Round 15)**

**65:** 1. Daniel Levy (Kaw); 2. Ajay Olinger (Kaw); 3. Jared Wood (Kaw); 4. Sean Fitzgerald (Kaw); 5. Dian Klinger (Cob).
**85 (7-11):** 1. Justin Keeney (Hon); 2. Shawn Kesier (Yam); 3. Travis McMackin (Hon); 4. Brock Chappelle (Yam); 5. Kory Huffman (Kaw).
**85 (12-13):** 1. Joel Ard (Hon); 2. Race Lacey (Suz): 3. Thomas Hayes (Hon); 4. Derrik Hakes (Kaw); 5. Eric Turner (Yam).
**85 (14-15):** 1. Josh Nelson (Yam); 2. Ben Swendsen (Kaw); 3. Jason Loomis (Hon); 4. Lars Trulson (Yam); 5. Anthony Cerruti (Yam).
**80 OPEN:** 1. Joey Mancuso (Hon); 2. Ben Swendsen (Kaw); 3. Lars Trulson (Yam); 4. Race Lacey (Suz); 5. Josh Nelson (Yam).
**125 BEG:** 1. Bradley Kelly (Kaw); 2. R.D. Hall (Hon); 3. Jeff Capps (Yam); 4. Armand Buesseler (Hon); 5. Heidi Stewart (Yam).
**125 NOV:** 1. Keith Kadell (Suz); 2. Billy Jurevich (KTM); 3. Jeremy Moline (Yam); 4. Dale Ainslie (Yam); 5. Joe Pearson (Yam).
**125 SCHBY:** 1. Kelvin Schoen (Yam); 2. Dale Ainslie (Yam); 3. Jeremy Moline (Yam); 4. Bryan Thibedeau (Kaw); 5. Joe Loiselle (Suz).
**125 INT:** 1. Kelvin Schoen (Yam); 2. Ty Lacey (Suz); 3. Dustin Phillips (Suz); 4. Eric Roth (Yam); 5. Bryan Wandling (Yam).
**125 OPEN:** 1. Ty Lacey (Suz); 2. Jay Bjaranson (Hon); 3. Austin Webb (Hon); 4. Mike Klinger (Yam). 5. Jeremy Walker (Yam).
**250 BEG:** 1. Chris Hlavac (Suz); 2. Curtis Waible (Suz); 3. Carter Neu (Kaw); 4. Tony Henderson (Hon); 5. Manny Mercier (Yam).
**250 NOV:** 1. Billy Jurevich (KTM): 2. Cory Johnson (Yam); 3. Joe Miltenberger (Kaw); 4. Mike Cosgrove (Kaw); 5. Brian Granberg (Kaw).
**250 OPEN:** 1. Jesse Allen (Kaw); 2. Chris Hlavac (Suz); 3. Curtis Paulson (Kaw); 4. David Hampton (Yam); 5. Rick Huffman (Kaw).
**250 INT:** 1. Todd Hinders (Suz); 2. Jesse Allen (Kaw); 3. Don Perrie (Hon); 4. Brian Leonard (Hon): 5. Ty Lacey (Kaw).
**25+:** 1. Todd Hinders (Suz); 2. Don Perrie (Hon): 3. Chad Wallace (Yam); 4. Mike Cosgrove (Kaw): 5. Edward Wagner (Kaw).
**30+:** 1. Brian Granberg (Kaw); 2. Mitch Kirkpatrick (Hon); 3. Carl Chadwick (Yam); 4. Jerry Ebert (Kaw); 5. Ron Wooding (Hon).

### Mosier Valley USA GNC Warmup

# Marley, Reed heat up Texas

**By Deb Hershman**

FORT WORTH, TX, MAR. 7

Mosier Valley USA played host to some of the nation's best amateur racers, and Chase Reed and Johnny Marley gave spectators a dose of dirt-pounding, wide-open racing.

Race fans got their money's worth during 125cc Intermediate action, as Marley nailed the holeshot, with Reed in his shadow. Marley continued to hold off pressure from Reed on lap one, but on lap two Reed passed Marley by dodging to the inside of the holeshot corner. On lap four, Marley closed the gap in the woods, continued the pressure on the white-flag lap and overtook Reed in the whoops to take the win. As the battle for the lead raged, James Marshall and Derek Gerdes fought an early battle for third, with Gerdes powering past Marshall in the Badlands. Gerdes went on to hound Marley and Reed but had to settle for third.

In moto two, Marley grabbed the holeshot and opened up a strong lead, taking the checkers. James Marshall and Taylor Watts battled for second place, as Reed plowed through from a fourth-place start. On lap two, Marley pulled away while Marshall held a strong second place. Reed was all over Watts, fighting for third. Reed overtook Watts at the finish-line jump prior to lap three and then worked on Marshall as Marley continued to hold his nine-second lead. Marshall held second until the last corner in the woods, when Reed made his move to the inside and claimed second. On the white-flag lap, Marley held his killer lead to the checkers as Reed jumped into the whoops in his attempt to catch Marley.

Marley grabbed another holeshot in the 125cc Open Amateur race and led until Reed took control in the whoops on lap one. Marley fought back, putting pressure on Reed's back door for the duration. The contest ended with Reed's split-second win over Marley. Derek Gerdes and Scotty Tremble had a tight five-lap race for third place, with Gerdes getting the edge over Tremble on lap three and making it stick. Nathan Hale and Taylor Watts ran a close race for fifth place, with Hale riding hard to beat Watts at the wire.

Moto two's holeshot went to Reed, who was followed by Gerdes, Tremble and Ryan St. Cyr. Marley got off the gate in fifth place. Reed and Gerdes opened up a 10-second gap over the pack, with Gerdes pulling a real throttle-buster to catch Reed. Marley moved up to challenge Tremble for third and then passed Tremble, taking an inside corner in the woods on lap three. Reed and Gerdes continued to open up a huge lead while Marley weeded through the other riders. Marley settled for third.

Racing addicts received an overdose of action in moto one of the Schoolboy class, with the contest going down to the wire and the lead changing four times. Chase Romero nailed the holeshot, with James Marshall biting his back bumper, followed by Coy Hobgood, Taylor Watts and Ryan St. Cyr. The battle heated up on lap one, with Marshall breathing down Romero's back. Romero used different lines to block Marshall, and the two leaders were pulling away when they hooked up and went down midway through lap two. Hobgood took over the lead, with Watts hot on his heels, followed by Jeremy Durrett and St. Cyr. Early on lap three, Watts grabbed the lead with a pass at the finish-line jump, then lost it when he bobbled over a tabletop and dropped to fifth, allowing Hobgood to retake the lead. St. Cyr pushed hard to reel in the leaders, with Tyler Shandy hot on his heels.

Lap three had a five-bike freight train thundering around the track for the lead, with Hobgood leading Durrett, St. Cyr, Watts and Shandy. Durrett took advantage of the holeshot corner and passed Hobgood, with the rest of the freight train following suit, dropping Hobgood to fourth. In the whoops, Durrett, St. Cyr and Watts were going at it bar to bar, and Shandy passed Hobgood to move into fourth. On the white-flag lap, St. Cyr again tried to pass Durrett in the whoops, but Durrett held the lead to the checkers. Shandy put pressure on Watts until Watts took a fall in the final corner just before the checkers. Hobgood took advantage and came in fourth, with Watts finishing fifth.

Moto two shot off the gate like a spray of machine-gun bullets, and Romero appeared to have grabbed the holeshot when Marshall made a slingshot move from the outside to take the early lead. Marshall held the throttle wide open and held the lead to the checkers. Watts put in a killer effort on lap one to get around Romero, passed him in the woods and went on to a second-place finish. Romero continued to battle for third place with Danny Kelsey, until Romero wiped out just before the whoops on lap three. Romero pulled it together and held on to fourth place. CN

**Mosier Valley USA**
**Forth Worth, Texas**
**Results: March 7, 1999**

**50 (4-8):** 1. Dillan Van Way (KTM); 2. Sullivan Van Way (KTM); 3. Jacob Escobedo (KTM); 4. Justin Cornett (KTM); 5. Logan Van Way (KTM).
**60 (6-11):** 1. Scotty Wennerstrom (Kaw); 2. Chad Givens (Kaw); 3. Trey Canard (Kaw); 4. Michael Pritchett (Kaw); 5. Mathew Lemoine (Kaw).
**80 BEG:** 1. Bubba Richey (Yam); 2. Bruce Lemoine (Kaw); 3. Keith Bravender (Hon); 4. Sean Baird (Kaw); 5. Brady Ford (Hon).
**80 (7-11):** 1. Lance Hollister (Kaw); 2. Justin Jackson (Yam); 3. Marcus Wadley (Yam); 4. Chad Givens (Yam); 5. Kerry Kerns (Suz).
**80 (12-13):** 1. Brandon Fulton (Kaw); 2. Bryan Zachary II (Kaw); 3. Brad Wolfe (Kaw).
**80 (14-16):** 1. Chad Cook (Kaw); 2. Waylon McCulloch (Yam); 3. Jeffrey Antwine Jr. (Yam); 4. Tiffer Wright (Kaw).
**80 OPEN:** 1. Chad Cook (Kaw); 2. Bryan Zachary II (Kaw); 3. Brandon Fulton (Kaw); 4. Lance Hollister (Kaw); 5. Justin Jackson (Yam).
**100:** 1. Waylon McCulloch (Yam); 2. Chad Cook (Kaw); 3. Tiffer Wright (Kaw); 4. Brandon Fulton (Kaw).
**SCHBY:** 1. Taylor Watts (Yam); 2. Ryan St. Cyr (Yam); 3. Jeremy Durrett (Kaw); 4. Tyler Shandy (Yam); 5. James Marshall (Kaw).
**125 BEG:** 1. Derrick Morse (Suz); 2. Kody Dill (Kaw); 3. Mendy Mdial (Kaw); 4. Chris Morris (Suz); 5. David Maxwell (Kaw).
**125 NOV:** 1. Jeremy Durrett (Kaw); 2. Clayton Miller (Yam); 3. Coy Hobgood (Suz); 4. Corey Romero (Kaw); 5. Justin Baker (Kaw).
**125 INT:** 1. Johnny Marley (Yam); 2. Chase Reed (Yam); 3. Taylor Watts (Yam); 4. Shane Doughty (Kaw); 5. Derek Gerdes (Hon).
**125 OPEN AM:** 1. Chase Reed (Yam); 2. Derek Gerdes (Hon); 3. Johnny Marley (Yam); 4. Scotty Tremble (KTM); 5. Nathan Hale (Yam).
**125 PRO:** 1. Ronnie Clark (Yam); 2. D.L. Wood (Yam); 3. Shane Edwards (Hon).
**250 BEG:** 1. Jeraco Johnston (Yam); 2. Greg Day (Kaw); 3. Kevin Howard (Kaw); 4. Mark Jackson (Kaw); 5. Andreas McMahon (Yam).
**250 NOV:** 1. Coy Hobgood (Suz); 2. Ryan Shernaman (Yam); 3. Matt Svajda (Kaw); 4. Jason Escobedo (Suz); 5. Robert Lenois (Yam).
**250 INT:** 1. Chris Husack (Hon); 2. Nathan Hale (Yam).
**250 OPEN AM:** 1. Matt Svajda (Kaw); 2. Randall Williams (Yam); 3. Chris Husack (Hon); 4. Troy Brandt (Yam); 5. Chad Campisi (G-G).
**250 PRO:** 1. Jason Upshaw (Yam); 2. Jason Eckhoff (Hon); 3. Shane Edwards (G-G).
**25+ NOV:** 1. Mike Shirley; 2. Jason Richardson (Kaw); 3. Ryan Garnett (Yam); 4. Craig Trotter (Yam); 5. Edward Escobedo (Suz).
**25+ INT:** 1. Jeff Long (Kaw); 2. Chad Campisi (Hon); 3. John Portman (KTM).
**25+ PRO:** 1. Jason Upshaw (Yam); 2. Joe Jordan (Yam); 3. Billy Morrison (Suz); 4. Brian Bacal; 5. Shane Edwards (G-G).
**30+ NOV:** 1. John Lincoln (Yam); 2. Chris Holloway (Kaw); 3. Steve Massey (Kaw); 4. Sean Knaack (Kaw); 5. Frank Gagliardi (Kaw).
**30+ INT:** 1. Jeff Long (Kaw); 2. John Portman (KTM); 3. Randy Nerran (Hon); 4. Derek Borg (Kaw); 5. Donny Holcomb.
**30+ PRO:** 1. D.L. Wood (Kaw); 2. Joe Jordan (Yam); 3. Mike Klement (KTM).

40+: 1. Randy Nerren (Hon); 2. Doug Taff (Yam); 3. Ed Hays (Kaw); 4. Jack Siegrist (KTM); 5. Jeff Ackler (Yam).

## Solley hot at Orlando

**By Sky Whitney**

ORLANDO, FL, MAR. 7

At round four of the Sunshine State MX Championship Series, Donald Solley found the winning lines on the tough and demanding Orlando Motocross track, achieving back-to-back wins in the 60cc (9-11) class and dominating the 60cc Open class. Not only did KTM-mounted Solley make a clean sweep in the 60cc classes, he also took a respectable fifth place in the 80cc (7-11) class on his Kawasaki.

Suzuki-mounted Augie Lieber kept up his winning streak in the 80cc (12-15) class by taking a 2-1 for the overall win. Lieber is also competing in the 125cc B class this year, and he had a fifth-place finish against some seasoned riders.

Jesse Richards, who rode both the 80cc (12-15) and Supermini classes, finished third overall in the 80cc (12-15) division and won both Supermini motos.

The 125cc C class was once again a hotbed of competition, and the battle for first overall was between Tony Stokes and Cliff Badgett. In moto one, Stokes found his way to the checkered flag first, with a charging Badgett in hot pursuit. In moto two, it was Stokes and Badgett out front again, but this time Badgett got the breaks and beat Stokes to the checkered, which gave Badgett the overall. The battles behind the leaders in the 125cc C class were just as exciting, with Brad Baldino getting a well-earned third place, and Roy Lietz and Tom Wosyluk rounding out the top five.

The 250cc/500cc combined Beginner class has been one of the largest classes this year, which is a good sign that new riders are joining the motocross ranks. Richard Stanley had back-to-back moto wins for the overall honors in the 250cc/500cc Beginner class. He was all smiles when he picked up his first trophy in the series.

After suffering injuries and illness, Adam and Tracey Smith were back and determined to catch up to the pack. Adam, on his new CR250, fought for an overall win in the supercompetitive 250cc/500cc B class, with 4-2 moto finishes. Tracey Smith, who rode a YZ125 in the Women's class, placed second in both motos behind Kawasaki Team Green rider Jessica Patterson. Tracey's goal this year is to catch up to Patterson, which is a very enthusiastic goal.

### Results

50 OIL-INJ: 1. Kyle Balla (Yam); 2. Taylor Placides (Yam); 3. Mark Przystawski (Yam); 4. Tanner Hughes (Yam); 5. Jimmie Taylor (Suz).

50 STK (4-6): 1. Tyler Moore (Cob); 2. Damon Walker (Lem); 3. Levi Bufkin (Pol); 4: Ronnie Patterson (Cob); 5. Robby Huss (Lem).

50 (7-9) STK: 1. Ryan Lawhon (Cob); 2. Christopher Hawk (Cob); 3. Jesse Freeman (Pol); 4. Ziggy Graves (Cob); 5. Corey Woodard (Cob).

50 OPEN: 1. Jesse Freeman (Pol); 2. Cory Woodard (Cob); 3. Tyler Moore (Cob); 4. Jimmy Norton (Cob); 5. Ashley Fiolek (Cob).

60 BEG: 1. Robert Prather (Kaw); 2. Frank Charamut (Kaw); 3. Tyler Moore (Kaw); 4. Levi Bufkin (Kaw); 5. Mike Bobar (Kaw).

60 (5-8): 1. Jimmy Norton (Kaw); 2. Christian Kelly (Kaw); 3. Ryan Lawhon (Kaw); 4. Jesse Freeman (Kaw); 5. Roger Williams (Kaw).

60 (9-11): 1. Donald Solley (KTM); 2. Danny Weyer (Kaw); 3. T.J. Rhonelli (Kaw); 4. Matthew Burke (Kaw); 5. Devon Placides (Kaw).

60 OPEN: 1. Donald Solley (KTM); 2. Danny Weyer (Kaw); 3. T.J. Rhonelli (Kaw); 4. Devon Placides (Kaw); 5. Marcelo Godoy (Kaw).

80 BEG: 1. Sommer Wood (Kaw); 2. Ashley Jackson (Suz); 3. Ryan Modlin (Hon); 4. Ryan Coombs (Yam); 5. Joe Thomas (Yam).

80 (7-11): 1. Billy Harper (Suz); 2. Justin Bryant (Suz); 3. Bobby Charlesbois (Suz); 4. T.J. Rhonelli (Suz); 5. Donald Solley (Kaw).

80 (12-15): 1. Augie Lieber (Suz); 2. Nick McEntee (Yam); 3. Jesse Richards (Yam); 4. Dale Kump (Hon); 5. Ryan Warren (Kaw).

S/MINI: 1. Jesse Richards (Yam); 2. Nick McEntee (Yam); 3. Beau Svancar (Kaw); 4. Ryan Warren (Kaw); 5. Billy Harper (Suz).

125 (12-15): 1. Jessica Patterson (Kaw); 2. Chad Mis (Kaw); 3. Robert Durkee (Yam).

YTH (15-24): 1. Raymond Loggins (Yam); 2. Blake Thorpe (Yam); 3. Darryl Lind (Yam); 4. Jerry Jackson (Kaw); 5. Tony Stokes (Suz).

125 BEG: 1. Gary Harwood (Kaw); 2. Scott Findlay (Yam); 3. Ronnie Speciale (Hon); 4. Tyler Sommer (Yam); 5. Tracy Shepard (Hon).

125 C: 1. Tony Stokes (Suz); 2. Cliff Badgett (Hon); Brad Baldino (Yam); 4. Roy Lietz (Yam); 5. Tom Wosyluk (Kaw).

125 B: 1. Raymond Loggins (Yam); 1. Jerry Jackson (Kaw); 3. Shawn Pettit (Yam); 4. Jerry Freeman (Kaw); 5. Augie Lieber (Suz).

250 BEG: 1. Richard Stanley (Hon); 2. Mike Shepard (Hon); 3. Jordi Woodson (Yam); 4. Michael Greer (Yam); 5. Robert Durkee (Yam).

250 C: 1. Scott Adams (Kaw); 2. James Poe (Yam); 3. Lucas Krick (Yam); 4. Dave Bozeman (Kaw); 5. Mark Campbell (Yam).

250 B: 1. Adam Smith (Hon); 2. Chris Taylor (Yam); 3. Tim Eggers (Yam); 4. Shawn Willis (Yam); 5. Blake Thorpe (Yam).

OPEN MNY: 1. Todd Gardner (Hon); 2. Brian Vernes (Yam); 3. Eddie Van Ballegooyen (Kaw).

25+: 1. Todd Gardner (Hon); 2. Bryan Abel (Kaw); 3. Todd Wichtner (Hon); 4. Chris Marlin (Kaw); 5. Shawn Willis (Yam).

30+: 1. Bryan Abel (Kaw); 2. Don Schmelyun (Yam); 3. Todd Hensley (Hon); 4. Dave Bozeman (Kaw); 5. Tim Eggers (Yam).

35+: 1. Tim Schmelyun (Kaw); 2. Tim Eggers (Yam); 3. Kent Prager (Hon); 4. John Coleman (Suz); 5. Jack Westra (Kaw).

40+: 1. Brad Lowe (KTM); 2. John Coleman (Suz); 3. Kevin Wilson (Suz); 4. Steve Edwards (Kaw); 5. Mike Caiazza (Yam).

50+: 1. Al Gardner (Hon); 2. Guenter Sommer (Yam).

WMN: 1. Jessica Patterson (Kaw); 2. Tracey Smith (Yam); 3. Traci Hess (Suz); 4. Sommer Wood (Kaw); 5. Emmy Norton (Kaw).

**(Left) Team Green's Dave Ondas led the Moose Run Hare and Hound from start to finish, topping the Open Expert class. (Right) Chris Sprenkel won the 125cc Intermediate class at round three of the California Cup Series, held at Starwest Cycle Park in Moreno Valley, California.**

## Ondas draws high card at Moose Run Hare and Hound

**By Ron Pocher**
**Photo by Photos by Grumpy**

RED MOUNTAIN, CA, FEB. 14
Kawasaki's Dave Ondas flexed his big-bore muscle, claiming the overall win at the 49th annual Four Aces Moose Run Hare and Hound. The Team Green star was among the leaders right from the start and quickly powered his way to the front.

"I had a good bomb run," said Ondas. "I was right behind Abe Baumann at the trail head."

The mile-long bomb run was located just west of Pipeline Road, about half a mile south of Teagle Wash Road, and headed south toward the west end of the sand hills in the Spangler Hills ORV area.

KX500-mounted Abe Baumann had obviously chosen a lucrative path on the bomb, as he grabbed the holeshot and led for several miles before being passed by Ondas. Check one was located eight miles into the race, and Baumann still held the lead, with Ondas in second and his Team Green cohort Jeff Capt in third.

"I was right behind Ondas in third at the bomb," recalled Capt. "I got by him and chased Abe for about five miles, but then Dave passed me back for second. Right after the course looped back to the south, Abe went down, putting me in second and Ondas in the lead."

Ondas cruised into the pits with a substantial lead, followed by Capt, Baumann and ATK USA's Joey Lanza. Kurt Caselli was sandwiched in between two superfast seniors, Charlie Barney and Kevin Hasten.

"I didn't get a real good start," said Caselli. "I was probably just inside the top 15, and I just kept passing guys when I could. I passed Barney early in the second loop and took off after Lanza, but I only caught his dust every now and then."

Meanwhile, Lanza was also fighting the heavy dust.

"I caught up to Baumann a few times in the tight stuff," said Lanza, "but once it opened up, he was gone."

The remainder of the circuit wound through the open desert all the way to the finish. Ondas was never challenged.

"I just rode my own race," said Ondas. "I didn't have any problems, and my Kawasaki ran perfect."

"I didn't have to beat Ondas to win the Vet class," replied Capt. "I'd wick it up a little every time I saw Abe might be closing the gap."

Ondas took the checkers with room to spare, followed by Vets Capt and Baumann and 250cc-class winner Lanza. Caselli took top 200cc-class honors, and Barney brought his Moto West-sponsored Gas Gas in at sixth overall to win the 250cc Senior Expert class.

### Results

WMN A: 1. Anna Cody (Kaw); 2. Kassie Gray (Kaw).
WMN B: 1. Cathy Duncan (Kaw); 2. Nikki Frolich (Hon); 3. Kim Quinn (Kaw).
WMN C: 1. Stacy Doerksen (Hon); 2. Frosty Cannon (Kaw); 3. Darla Lyons (Kaw).
200 A: 1. Kurt Caselli (Kaw); 2. Coby Gulledge (Suz); 3. Christopher Gill (Kaw).
200 B: 1. Craig Gulledge (Suz); 2. Ted Elswick (Yam).
200 C: 1. Aaron Price (Kaw); 2. Jeff Dillon (Kaw); 3. William Pirier (Yam).
200 D: 1. Brent Nanfred (KTM); 2. Junior Pugh (Suz); 3. Jerrett Tryon (Hon).
250 A: 1. Joey Lanza (ATK); 2. Matt Burroughs (Hus); 3. Nick Barlow (KTM).
250 B: 1. Don Campbell (Kaw); 2. Eric Caudillo (Kaw); 3. Chris Dabney (Kaw).
250 C: 1. Anthony Underwood (Hus); 2. Toshiyuki Takada (KTM); 3. Michael Caudillo (Kaw).
250 D: 1. David Jahn (Hon); 2. Robert Leonardi (Yam); 3. Stephen Bradford (Kaw).
OPEN A: 1. Dave Ondas (Kaw); 2. Chuck McBurney (Kaw); 3. Mike Baskin (Kaw).
OPEN B: 1. Mark Wilson (KTM); 2. Mark Anderson (Kaw); 3. Rick Carlisle (KTM).
OPEN C: 1. James Hasenjaeger (KTM); 2. Kevin Knight (Kaw); 3. Mark Hegel (KTM).
OPEN D: 1. Andrew Sillis (Hon); 2. Bryan Aceto (Hon); 3. Steve Bostock (Hon).
4-STRK A: 1. Justin Lundin (Yam); 2. Charlie Morris (ATK).
4-STRK B: 1. Michael Tyre (Yam); 2. Jamie Gramm (Yam); 3. David Preach (Yam).
4-STRK C: 1. Darin Doucette (Yam); 2. John Patterson (Yam); 3. Matt Bryer (Yam).
4-STRK D: 1. Amoran Maceno (Yam); 2. Kevin Wright (Kaw).
VET 250 A: 1. Jon Parks (Hon); 2. Frank Chase (Kaw); 3. Mark Zela (Yam).
VET 250 B: 1. Dave Earll (Kaw); 2. Dean Alexander (Yam); 3. Tim Spaeth (Kaw).
VET 250 C: 1. Mike Rusiewski (Kaw); 2. Rex Steerman (Kaw); 3. Jorge Villarrubia (KTM).
VET 250 D: 1. Timm Alexander (KTM); 2. Ron Stone (Yam); 3. Kris Wyllie (Kaw).
VET OPEN A: 1. Jeff Capt (Kaw); 2. Abe Baumann (Kaw); 3. Mike Korenwinder (Yam).
VET OPEN B: 1. Darin Moloznid (Kaw); 2. Jeff Carlson (Hon); 3. Mark Gowin (Hon).
VET OPEN C: 1. Patrick Zang (Kaw); 2. Jeff Meacham (Hon); 3. William Bateman (Hon).
VET OPEN D: 1. William Bacon (Hon); 2. Brian Thompson (Kaw); 3. Jerry Ford (Hon).
SR 250 A: 1. Charlie Barney (G-G); 2. Kevin Hasten (Yam); 3. Scott Anderson (Yam).
SR 250 B: 1. Charlie Spellman (Hon); 2. Dennis Giuliany (Yam); 3. Tim Elkart (Yam).
SR 250 C: 1. Dana Reed (Suz); 2. Mike Maginn (Yam); 3. John Kerrigan (KTM).
SR OPEN A: 1. Don Chiapuzio (KTM); 2. Rudy Abele (Kaw); 3. Brent Chappelle (Kaw).
SR OPEN B: 1. Jeff Parker (Hon); 2. Richard Jansen (Kaw); 3. Ken Hauden (Hon).
SR OPEN C: 1. Isaac Hill (Hon); 2. Jody Rice (KTM); 3. James Kohls (Hon).
S/SR A: 1. Ray Banfield (Yam); 2. Al Guzman (Kaw); 3. Ed Butler (Kaw).
MAG A: 1. Bill Maxim (Kaw); 2. Ernie Mnoian (Kaw); 3. Benny Padella (Yam).
MAG B: 1. Ryan McIntyre (Kaw); 2. Shawn Drovin (Yam); 3. Joshua Roche (Hon).
MAG C: 1. Pete Cress (Hon); 2. John Gregory (Yam); 3. Karl Smith (Kaw).
MINI D: 1. Bobby Tryon (Kaw)

## Sprenkel sparkles at Starwest Motocross

**By Tony Alessi**

MORENO VALLEY, CA, MAR. 7
Chris Sprenkel spanked the 125cc Intermediate class today by posting the overall victory during round three of the California Cup Series, held at Starwest Cycle Park.

Michael Sleeter had the quickest clutch hand and yanked the holeshot during the first 125cc Intermediate moto. Sprenkel was up to the challenge and used raw speed and determination to pass his way into a challenging position. Sprenkel kept the pressure on Sleeter for the remainder of the moto but was unable to make any pass attempts stick and ended up settling for second.

The second moto saw Sprenkel gain control of the race after the second lap and simply ride away unchallenged for the moto and overall victory.

Chris Thompson was a surprise second in the moto after posting a disappointing 12th in moto one, while Swede Jimmy Wherner, Josh Fink and Dusty Walters rounded out the top five.

Nic Paluzzi was the top gun in the Pee Wee wars, posting wins in both the 50cc (4-6) and Super Pee Wee classes. Paluzzi and his AC Racing-tuned Cobra shot down Malcolm Smith-backed Donnie Kearney during both motos of competition by jumping a large step-up jump in the middle of the course.

"If he keeps on riding like this, he is a sure bet for the World Mini Championship this year," said Mike Mead, owner of AC Racing.

Team Moto XXX-backed Travis Preston was the day's top Pro, posting three out of four moto victories in both the 125cc and 250cc Pro classes. Preston's only defeat of the day came at the hands of local hotshoe Danny Carlson, who all but ran away with the second 125cc Pro race. Preston topped Ty Kady and Robert Naughton in the 250cc class and Carlson and Kady in the 125cc class.

Daniel Taft inherited the overall victory in the 80cc (12-13) class after heavy favorite Cale Wallace was involved in a collision with another rider.

Wallace rebounded later in the day in the Supermini class, in which he traded moto wins with Mike Alessi for the top spot on the podium. Justin Mulford was a double class winner, scoring wins in both the 80cc Beginner and 60cc (9-11) classes.

"Justin's been depressed about his friend, Chad Gores, breaking his leg, but it looks like he's coming out of it," said Mulford's dad.

### Results

50 (4-6): 1. Nic Paluzzi (Cob); 2. David Meade (Cob); 3. Max Ladieu (Cob); 4. Jordan Goraleski (Cob); 5. Christian Licciardi (Cob).
50 (7-6): 1. Michael Hall (Cob); 2. Chris Bradshaw (KTM); 3. Donnie Kearney (KTM); 4. Cody Tithof (Cob); 5. Colton Manwill (KTM).
S/P/W: 1. Nic Paluzzi (Cob); 2. Donnie Kearney (KTM); 3. Chris Bradshaw (KTM); 4. Colton Manwill (KTM); 5. Rhett Raha (Lem).
60 BEG: 1. Jake Morrow (KTM); 2. Terren O'Dell (Kaw); 3. Nick Sanchez (Kaw); 4. Jonathan Honbeck (Kaw); 5. Andrew Serrano (Kaw).
60 (6-8): 1. Trent Pugmire (Kaw); 2. Donnie Kearney (KTM); 3. Michael Hall (Kaw); 4. Adrian Fuller (KTM).
60 (9-11): 1. Justin Mulford (Kaw); 2. Charles Pearson (KTM); 3. B.J. Bohler (KTM); 4. Mike Meade (Kaw); 5. Casey Logan (Kaw).
80 BEG: 1. Justin Mulford (Kaw); 2. Chris Nishimura (Hon); 3. Kyle Robertson (Hon); 4. Jimmy Patrick (Yam); 5. Ryan Salinas (Hon).
80 (0-11): 1. Mike Alessi (Kaw); 2. Jarred Browne (Kaw); 3. Justin Workman (Kaw); 4. Robert Memoli (Yam); 5. Jeff Alessi (Kaw).
80 (12-13): 1. Daniel Taft (Kaw); 2. Andrew Petrie (Kaw); 3. Erik Fauscette (Yam); 4. Cale Wallace (Yam); 5. Kyle Foltz (Kaw).
S/MINI: 1. Cale Wallace (Yam); 2. Mike Alessi (Kaw); 3. Jeff Alessi (Kaw); 4. Justin Workman (Kaw); 5. Andrew Petrie (Kaw).
125 BEG: 1. Robert Olsson (Yam); 2. Cody Hertel (Hon); 3. Mike Smith (Hon); 4. Robert Skinner (Yam); 5. Gavin Rome (Kaw).
125 NOV: 1. Billy Arnone (Yam); 2. Ryan McGee (Yam); 3. Bobby Bloodworth (Yam); 4. Gustau Ribers (Hon); 5. David Sullins (Yam).
125 INT: 1. Chris Sprenkel (Suz); 2. Michael Sleeter (Yam); 3. Dusty Walters (Yam); 4. Joel Nelson (Yam); 5. Jimmie Wherner (Hon).
125 PRO: 1. Travis Preston (Suz); 2. Danny Carlson (Yam); 3. Ty Kady (Yam); 4. Jerry Aleman (Suz); 5. Mark Tilley (KTM).
250 BEG: 1. Jake Smith (Hon); 2. Zac Marquez (Hon); 3. Garrett Matthews (Hon); 4. Jeremy Mason (Hon); 5. Shahaf Albeg (Yam).
250 NOV: 1. David Nickols (Hon); 2. Justin Eide (Yam); 3. Jeremiah Johnson (Hon).
250 INT: 1. Michael Sleeter (Yam); 2. Dusty Walters (Yam); 3. Chris Thompson (Suz); 4. Josh Fink (Kaw); 5. Brandon Milstead (Suz).
250 PRO: 1. Travis Preston (Suz); 2. Ty Kady (Yam); 3. Robert Naughton (Suz); 4. Pat Foster (Yam); 5. Danny Carlson (Yam).
25+ BEG: 1. Michael Zepeda (Yam); 2. Garrett Matthews (Hon).
25+ NOV: 1. Todd Flaming (Yam); 2. Rob Hall (Yam); 3. Kenneth Neitzel (Suz).
25+ VET: 1. Jay Pavlovec (Hon).
30+ BEG: 1. Leonard Robertson (Hon); 2. Doug Covey (Hon); 3. Ray Belker (Kaw); 4. Damien Adams (Hon); 5. Jon Hall (Hon).
30+ NOV: 1. Duane Raho (Yam); 2. Tim Dunaway (Suz); 3. Jeff Hall (Suz); 4. Larry Byers (Suz); 5. Jay VanCamp (Hon).
30+ INT: 1. Jay Pavlovec (Hon); 2. Jeff Scott (Yam).
30+ EX: 1. Robert Naughton (Suz); 2. Kurt Hepricksen (Suz); 3. Jon Zahrt (Suz); 4. Kenny Zahrt (Suz); 5. Dave Zahrt (Suz).
40+ VET: 1. Kenny Zahrt (Suz); 2. Dave Zahrt (Suz); 3. Jeff Gianni (Suz); 4. Kenny Neitzel (Suz); 5. Earl Roberts (Suz).

## Goertz gets even at Rockne HS

**By Chris Bailey**

ROCKNE, TX, MAR. 7
Clifford Goertz rocketed his Yamaha to victory and scored the biggest comeback win of the year by claiming the Overall honors at round four of the AMA Texas Championship Hare Scramble Series.

As the 18-rider AA class jumped into the first turn, many of the top Texas riders - including Goertz, Pat Hohman and motocross legend Kent Howerton - found themselves taking soil samples as the rest of the class fought through the melee. When the AA class leaders made their way around to the first spectator area, Darryl Wills, Cody Potts and Craig Chedsey led the charge. At the end of the first 20-minute lap of the technical 8-mile course, Honda rider Lynn Bailey moved into lead, with Potts on his rear fender.

As rain began to fall, Bailey opened up a 30-second lead and appeared to be in control. Quietly, Goertz was mounting a charge from dead last that eventually carried him to within sight of Bailey. As the two riders began the white-flag lap, Bailey crashed in the same turn that had taken Goertz down at the start. Bailey quickly remounted and held a five-second lead, but the damage had been done. Goertz and Bailey whipped the spectators into a frenzy by busting

**In Palmdale, California, 125cc Novice racer Gerard Patin Jr. came from behind in moto one to finish third and prevailed in moto two to take the win and the overall at CRC motocross at Los Angeles Country Raceway.**

some big off-road air over the Austin Motosports Association-designed gully jumps. Goertz patiently waited and parked Bailey with an inside move and never looked back. Goertz utilized traffic to stretch out a 10-second lead to claim his first victory of the year. Cody Potts took the final podium position.

In the 200cc A class, Brian Johnson and Darren Porter traded paint for two hours, only to see Porter make a last-lap pass for the win. The Over 40 A class saw some heated competition, with Darrell Conner holding on to a three-second lead for the victory over Bryan Graver.

Overall B honors went to Jeff Kaiser after a racelong battle with fellow 200cc B rider Nathan Frerich. Eric Johnson held off a racelong challenge from James Dickey to abscond with the Four-Stroke B-class victory.

The struggle for Overall C domination continued and turned into the race of the day. Honda-mounted Andrew Davis held off the advances of Joseph Jones, Greg Lener and David Turnage, respectively, as all riders finished within 20 seconds of each other. Bobby Lewallen squeezed out a two-second margin of victory at the checkered flag over "P-Nut" Baird in the Over 40 C contest. Preston Wiser smoked the 45-minute 60cc-class contest for his first win of the season. Derek Osborne found the right combination to score the win in the 50cc class.

**Results**

O/A A: Clifford Goertz (Yam).
O/A B: Jeffrey Kaiser (Yam).
O/A C: Andrew Davis (Hon).
AA: 1. Lynn Bailey (Hon); 2. Cody Potts (Hon); 3. Bert Reynolds (Hon).
250-OPEN A: 1. Brian Cecil (Kaw); 2. Troy Barrows (Hon); 3. Russell Dismuke (Hon).
30+ A: 1. Tom Senesac (Yam); 2. Keith Simmons (KTM); 3. Lee Upton (Kaw).
200 A: 1. Darren Porter (KTM); 2. Brian Johnson (KTM); 3. William Henk (Kaw).
4-STRK A: 1. John Meskey (Hon); 2. Chance Guest (Yam); 3. Rusty Gourley (Hon).
40+ A: 1. Darrell Conner (Hon); 2. Bryan Graver (Suz); 3. Rick Pitman (Hon).
250-OPEN B: 1. Michael Carlton (Hon); 2. Greg Woodward (KTM); 3. Andrew Trousdale (Suz).
30+ B: 1. Brad Kendrick (Kaw); 2. Joe Walton (KTM); 3. Richard Kepler (Kaw).
200 B: 1. Nathan Frerich (Suz); 2. Nathan Goertz (Yam); 3. Dana Weber (Kaw).
4-STRK B: 1. Eric Johnson (Hon); 2. James Dickey (Hon); 3. Jeff Prokop (Hon).
SPTSMN: 1. Lance Haley (KTM); 2. Roger Bailey (Hon); 3. Stephen Griner (KTM).
OPEN C: 1. Joseph Jones (KTM); 2. Greg Lener (KTM); 3. David Turnage (Kaw).
30+ C: 1. Jeff Hardin (Kaw); 2. David Camfield (Kaw); 3. Greg Loughmiller (Kaw).
JR BOYS: 1. John Wade (KTM); 2. Jared Howard (Kaw); 3. Chris Ziegler (Hon).
200 C: 1. Thomas James (Suz); 2. Mike Champion (Yam); 3. Gary Girnus (KTM).
40+ B: 1. Greg Nicholson (Suz); 2. Steve Ligon (KTM); 3. Bob Wade (KTM).
50+ A: 1. Howard Love (Hon); 2. Ted Bleecher (KTM); 3. Bobby Reynolds (Hon).
80: 1. Robert Lewis II (Yam); 2. Jason Jones (Kaw); 3. Martin Howell (Kaw).
WMN: 1. Myra Blair (Kaw); 2. Kim Carlton (Hon).
40+ C: 1. Bobby Lewallen (Hon); 2. "P-Nut" Baird (Hon); 3. Michael Stanley (Hon).
50+ B: 1. Bill Chedsey (Hon); 2. Alvin Frerich (Hon); 3. Dave Adams (KTM).
OPEN D: 1. Shane Gloeckler (Yam); 2. Brian Sims (Kaw); 3. Michael Erwin (Yam).
60: 1. Preston Wiser (Kaw); 2. Shayne Hohman (Kaw); 3. Jamie Whitmire (Yam).
50: 1. Derek Osborne (KTM); 2. Chad Goertz (KTM); 3. Austin Senesac (KTM).

## Patin pulls through at CRC Motocross

**By Greg Robertson**

PALMDALE, CA, MAR. 14
Gerard Patin Jr. rebounded with a second-moto win to claim the 125cc Novice-class overall honors during California Racing Club's Sunday motocross at Los Angeles County Raceway.


IF YOU just get a ticket for not WEARING ONE, CONSIDER YOURSELF LUCKY.

Every year, more states require them. But, not wearing a helmet can result in a lot more damage than a ticket. That's why smart riders always wear one – even if their state doesn't require it – along with eye protection and protective clothing. After all, luck can only protect you so long.

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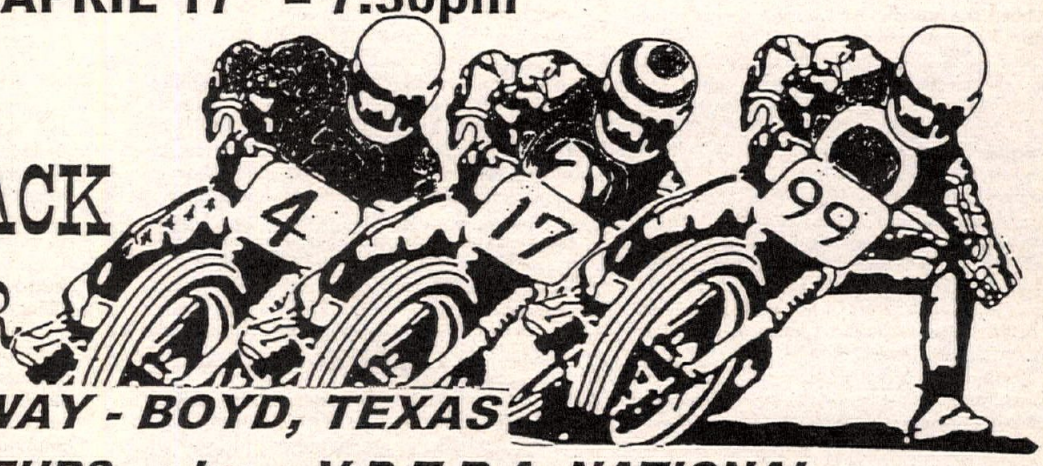

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(Left) David Alari (58), Brian Thienes (76) and Tim Farley (60) fight for holeshot honors in the Over The Hill Gang's Novice-class contest at Perris Raceway. (Right) Dave Donatoni scored the Over 30 race honors and teamed up with Jonah Street to win the Team Race at the SRA Grand Prix at Carlsbad Raceway in California.

Patin had his work cut out for him in the opening moto, as he found himself near the back of the pack while Chris Taylor and Shaun Trabert ran at the front of the field. Taylor crashed himself back to sixth on his second circuit of the J.B. Memorial track, handing Trabert the lead. Trabert kept his KX125 out front for the win. Patin climbed all the way up to third, behind the Honda of Brandon Norton, where he would finish.

Patin made things easier on himself by putting his Slamin Motorsports/Flum Racing/Nationwide Cycle-backed YZ125 out front on the first lap of moto two. Norton and Taylor were trading second place back and forth, with Traber watching from a close fourth. The race was all Patin's, as he led every lap to sew up the overall with his second-moto win. Taylor had problems again and dropped to an eventual eighth-place finish. Norton stayed ahead of third-place finisher Deuce Rutledge to take home the second-place trophy with 2-2 rides. First-moto winner Trabert rounded out the top three with a 1-4 score.

A couple of good starts was all Darrin Staffer needed to pick up his first-ever CRC win in the Vet Intermediate class. Staffer put his Dick Allen Yamaha/Pro Circuit-sponsored CR250 into the winner's circle with two wire-to-wire victories. Mike Licitra was runner-up in both motos over Eric Hameister, C.T. Watanabe and Leo Saul.

Stiffie-backed Suzuki rider Troy Welty was untouchable in the Vet Pro class, easily going 1-1 for the first-place payback. Jimmy Roberts and Frank Costanzo argued over second place both times out, with Roberts coming out on top.

Roberts returned to ace the first 250cc Intermediate moto, ahead of Nick Mairose and Brent Gilliam. Mairose got the jump off the second-moto start, while Roberts had to play catch-up. Roberts was quickly up into second place, but there was no catching Mairose this time and Roberts had to settle for a runner-up showing on the score sheets. Gilliam ended up third, over Chris Reed.

### Results

P/W BEG: 1. Christian Harding (HM); 2. Kevin Carroll (KTM); 3. Patrick Carroll (KTM); 4. Christopher Bracket (KTM); 5. Sean Springer (Cob).

P/W MOD BEG: 1. Blake Wein (KTM); 2. Corey Talbolt (Cob); 3. Chandler Quimette (KTM); 4. Daniel King (Yam).

P/W MOD STK: 1. Mitchell Stabin (Yam); 2. Sean Robison (Yam); 3. A.J. Horton (Yam); 4. Kyle Prince (Yam); 5. Louis Smith (Yam).

P/W 80: 1. Zackary Grandmaison (Yam).

S/P/W (4-6): 1. Keith Robinson (Cob).

S/P/W (7-9): 1. Michael Arellano (KTM); 2. Patrick Carroll (KTM); 3. Gary Arellano (KTM); 4. Christopher Bracket (KTM); 5. Brandon Colbert (KTM).

60 BEG: 1. Ken Slater Jr. (KTM); 2. Daniel Cagle Jr. (Yam); 3. Tyler Krasell (Kaw); 4. Michael Arellano (Kaw); 5. Gary Arellano (Kaw).

60 (9-11): 1. Preston Lundin (Kaw); 2. Douglas Carter (Kaw); 3. Timmy Ritzler (Kaw).

80 BEG: 1. Kyle Jenkins (Kaw); 2. Michael Brewer (Hon); 3. Cory Krasell (Hon); 4. Timothy McDaniel (Yam); 5. David Morris (Hon).

80 (7-11): 1. Dave Carter (Kaw); 2. Randall Hall (Kaw); 3. Matt Elliott (Hon).

80 (12-13): 1. Anthony Barbacovi (Yam); 2. Erik Fauscette (Yam); 3. Darin Chisholm (Yam); 4. Mitchell Alsobrook (Kaw).

80 (14-16): 1. Sam Scanlon (Hon).

WMN: 1. Lisa Saul (Hon).

125 BEG: 1. Robert Skinner (Yam); 2. Mike McAlpin (Yam); 3. Ryan Happy (Yam); 4. Aaron Bjork; 5. Neil Chisholm (Hon).

125 NOV: 1. Gerard Patin Jr. (Yam); 2. Brandon Norton (Yam); 3. Shaun Trabert (Kaw); 4. Deuce Rutledge (Hon); 5. Brandon Davis (Yam).

125 INT: 1. Jeff Eide (Yam); 2. Joel Nelson (Yam).

250 BEG: 1. Clay Donahue Fontenot (Hon); 2. Gary Guercio (Hon); 3. Neil Chisholm (Hon); 4. Flemming Larson (Kaw); 5. Robert Young (Yam).

250 NOV: 1. Justin Eide (Yam); 2. Darren Staffer (Hon).

250 INT: 1. Nick Mairose (Suz); 2. Jimmy Roberts (Hon); 3. Brent Gilliam (Yam); 4. Chris Reed (Kaw).

250 PRO: 1. Dustin Evans (Hon).

500 PRO: 1. Edwardo Flippo (Hon); 2. Karl Allen (Hon).

JR VET BEG: 1. Jason McGregor (Kaw); 2. Troy Robinson (Hon); 3. Craig McCormick (Kaw).

JR VET NOV: 1. Pasha Afshar (Yam); 2. Gabi Abayou (Hon); 3. Assaf Alush (Kaw).

JR VET INT: 1. Chris Reed (Kaw); 2. Shane Stanley (Yam).

VET BEG: 1. Clay Donahue Fontenot (Hon); 2. Scott Wilbanks (Suz); 3. Mike Justus (Yam); 4. Wayne Park (Hon); 5. Fred Jordan (Kaw).

VET NOV: 1. Greg Martinez (Hon); 2. Jeff Pennington (Yam); 3. Pasha Afshar (Yam); 4. Gary Guercio (Hon); 5. Ray Ritzler (Kaw).

VET INT: 1. Darren Staffer (Hon); 2. Mike Licitra (Kaw); 3. Eric Hameister (Yam); 4. C.T. Watanabe (Hon); 5. Leo Saul (Yam).

VET EX-PRO: 1. Troy Welty (Suz); 2. Jimmy Roberts (Hon); 3. Frank Costanzo (Hon); 4. Jay Lynch (Hon).

SR BEG: 1. Ren Slater (Kaw); 2. Kenny Kopecky (Kaw).

SR AM: 1. Bob Dunham (Yam).

SR EX: 1. Edwardo Flippo (Hon); 2. Norm Schiel (Hon).

## Lovett numero uno at Perris Supercross

**By Chris Sanchirico**

PERRIS, CA, MAR. 7

Pro Valve/OC Number Plate-backed Doug Lovett was in top form as he dominated the Over The Hill Gang's Novice class. Racing took place on the all-new Perris Raceway, which has a challenging new layout littered with enough jumps and technical sections to challenge a rider of any ability. The track received rave reviews from the Vet racers, who greatly appreciated the effort put into the track prep and design.

When the gate fell for the start of moto one, it was YZ rider Shawn Pelham claiming the holeshot. Hot on his rear fender were Tim Farley, Brian Thienes and Chris Mulvania. Before the first lap was concluded, Pelham lost the lead to Farley, but he quickly regained the position. Farley, in second, found the huge doubles very intimidating, and he was quickly relegated to fourth by the high-flying Thienes and Lovett, the latter coming from a midpack start. By midmoto, the top three - Pelham, Lovett and Thienes - had distanced themselves from the field. While in control of the lead, disaster struck Pelham: He tangled with a lapped rider and took a soil sample. Unable to restart his bike, he would eventually finish in 14th. His misfortune was Lovett's gain, as the latter claimed the lead, with Thienes in second. The fastest man on the track was the Alpinestars/Three Brothers/Scott Goggles-backed David Alari, who put in a very impressive charge from the back of the pack to challenge Thienes for second. With two laps to go, Thienes stalled his machine and Alari passed him for second. As the white flag flew, Lovett had a comfortable lead, but the battle for second intensified as Alari almost endoed over a double, allowing Thienes to close to within a bike length. Thienes passed for second, but Alari was able to retaliate just before the checkers to reclaim second. Thienes ended up in third. Meanwhile, up front, it was Lovett easily taking the win.

The second moto proved to be as fast and as furious as the first, with Mulvania ahead of the class and Thienes, Lovett, Farley and Alari in tow. Early in the race, Thienes attempted a double when the rider in front of him put the brakes on, forcing Thienes to come up way short. He had to pull off the track with an injured knee. Farley was again uncomfortable with the large doubles, as Alari flew over his head and into third. Farley was relegated to fifth place; with a fifth in moto one, Farley took fourth overall on the day.

The battle for first began to sizzle as Lovett reeled in Mulvania in the rhythm section. Lovett made his move, using better timing to take the lead. Lovett quickly established himself as the leader and pulled away. Alari, running in third, put in a late-moto charge, looking for a way around Mulvania. With half a lap to go, Alari made a daring pass to the inside to nail down second.

At the checkers, it was again Lovett with the victory.

"The new track is awesome, with plenty of room for passing," said Lovett. "I'm a jumper, and I'm faster than everybody today."

Alari's 2-2 secured second overall on the day.

### Results

BEG: 1. Doug Quinton; 2. Chuck Elsea; 3. Lee Radder; 4. Dan Matis; 5. Keith Smith.

NOV: 1. Doug Lovett; 2. David Alari; 3. David Vinlove; 4. Tim Farley; 5. Chris Mulvania.

INT: 1. Paul Hauck; 2. Kip Contreras; 3. Marc Fiore; 4. Walt Bennett; 5. Duane Quale.

EX: 1. Steve Piattoni; 2. Chuck Bennett; 3. Stephan Watson; 4. Brad Toms; 5. Chuck Gilmore.

PRO: 1. Craig Davis; 2. Willy Musgrave; 3. Ron Turner; 4. Jim Henn; 5. Rob Engel.

38+ BEG: 1. Richard Kelly; 2. Reid Franke; 3. Dennis Rosenberg; 4. Bill Bouman; 5. Frank Derby.

38+ NOV: 1. Gary Juola; 2. John Curran; 3. Skip Pulver; 4. Michael Rigdon; 5. Tim Mendenhall.

38+ INT: 1. Jeff Blix; 2. Marty Westerman; 3. Ricky Peterson; 4. Bill Schultz; 5. Jim Pierce.

38+ EX: 1. Mike Barlow; 2. Val Fukunaga; 3. Seth Mason; 4. Jeff Farley; 5. D. Rod.

38+ PRO: 1. Rick Johnson; 2. Paul Needels; 3. Mark Sirota; 4. Alan Kent; 5. Mike Altenhofel.

SUP: 1. Craig Davis; 2. Gary Dellegatte; 3. Dominic Gayton; 4. Kip Contreras; 5. Broc Wallace.

## Donatoni flawless at SRA GP

**By Dave Dain**

CARLSBAD, CA, FEB. 28

A warm winter day and excellent track conditions agreed with David Donatoni, as he piloted his Honda to a wire-to-wire victory in the Vet Expert class at the Southland Racing Association's Carlsbad Grand Prix.

Donatoni, gating on the far inside, grabbed the holeshot and led the field to the first left-hander. Chad Blough trailed in second, with Scott Kellar, Bryan Statham and Craig Adams filling out the top five.

Donatoni led the pack out of the canyon as they approached the motocross track. Second belonged to a charging Greg Fountain, who had been able to knife his way through four riders in the canyon. The Suzukis of Blough and Statham followed in third and fourth, respectively.

Meanwhile, Donatoni pulled out a five-second margin over Fountain as they thundered down the drag strip. The battle for third through fifth was separated by seconds, with Blough leading Statham and the TM of Adams.

Donatoni continued to pull away and, as he made his second trip down the drag strip, Fountain trailed in second. Adams worked his way around Blough and Statham for third and was closing in on the Yamaha of Fountain. Blough and Statham continued to battle for fourth. Statham dived to the inside of Blough on the asphalt and outpowered him down the drag strip to secure fourth. With Donatoni out to a 15-second lead on lap three, the battle for second between Fountain and Adams was separated by a bike length as the duo entered the motocross track. Fountain manage to hold off the continual pass attempts of Adams and emerged on the drag strip with a slim, five-bike-length lead. Statham followed in fourth.

Donatoni controlled the lead on lap four, but the battle between Fountain and Adams raged on, cutting Donatoni's lead to 10 seconds. Adams continued to hound Fountain; he made his move, cutting inside Fountain, as the riders crested the freeway to secure second.

Donatoni took the white flag with a 10-second lead. Adams charged valiantly but ran out of time. Donatoni took the checkered flag, with Adams finishing second. Fountain came home third, with Statham and Jerry Black rounding out the top five.

### Results

80 BEG: 1. Mike Wetzel (Yam); 2. Tony Menighan (Yam); 3. Mike Bickford (Hon); 4. Mitch Maxwell (Hon); 5. Nicholas Clanton (Yam).

80 NOV: 1. Nick Lopez (Hon); 2. Adam Benavides (Hon).

80 AM: 1. Vincent Benavides (Hon).

125 BEG: 1. Danny Giannini (Yam); 2. Bernardo Flanders (Suz); 3. Josh Stoops (Kaw); 4. Tim Weidmann (Suz); 5. Ric Wetzel (Yam).

125 NOV: 1. Brad Daugherty (Suz); 2. Broc Daugherty (Suz); 3. Colby Gulledge (Suz); 4. Adam Jingle (Yam); 5. Eric Child (Hon).

125 AM: 1. Jason Jeffrey (Yam).

125 EX: 1. Greg Fountain (Yam); 2. Russ Piggott (Yam).

250 BEG: 1. Geza Simon (Hon); 2. Mark Beckwith (Suz); 3. Matt Hart (Kaw); 4. Mike Hart (Hus); 5. Matt Calera (Kaw).

250 NOV: 1. Cooper Jancic (Hon); 2. Travis Sidebottom (Kaw); 3. Scott Safechuck (Hon); 4. Cameron Mulford (Kaw); 5. Chris Loschiavo (Yam).

250 EX: 1. Matt Munich (Suz); 2. Brett Daugherty (Yam).

250 EX: 1. Chris Ladely (Yam).

WMN NOV: 1. Kelly Renshaw (Kaw).

OPEN NOV: 1. Jason Orosco (Kaw).

OPEN AM: 1. Brent Coleman (Yam).

OPEN EX: 1. Jonah Street (Hon); 2. Steve Sailing (Yam).

30+ BEG: 1. Mark Beckwith (Suz); 2. Robert Collins (Yam); 3. Don Jewell (Hon); 4. Wayne Berteaux (Kaw); 5. Brian Seip (Yam).

30+ NOV: 1. Will Zahrt (KTM); 2. Darrel Statham (Yam); 3. Leonard Kilman (Yam); 4. Marcus Havins (Yam); 5. Scott Fraley (Hon).

30+ AM: 1. Kevin Montgomery (Hon); 2. Mike Martin (Yam); 3. E.W. Tyynismaa (Yam); 4. Victor Padilla (Kaw); 5. Ricky Lundgren (Yam).

30+ EX: 1. David Donatoni (Hon); 2. Craig Adams (TM); 3. Greg Fountain (Yam); 4. Bryan Statham (Suz); 5. Jerry Black (Yam).

40+ BEG: 1. Dan Smith (Hon); 2. Mike Hartgraves (KTM); 3. Greg Clanton (Yam); 4. Allen Gabriola (Hon); 5. David Wensley (Yam).

40+ NOV: 1. Doug Cave (KTM); 2. Dan Willenborg (Hon).

40+ AM: 1. Tab Maudlin (Yam); 2. Tommy Croft (Yam); 3. Thomas Engelhardt (Yam); 4. Richard Arnold (Yam); 5. Scott Wilson (Kaw).

40+ EX: 1. Bob Maxwell (Yam); 2. Paul Vogelsang (Yam); 3. Brad Wootton (Hon); 4. Craig Adams (TM); 5. Alan Kent (Yam).

50+ AM: 1. Jim Mulloch (Hon).

50+ EX: 1. Dave Jacobus (Yam); 2. John Knight (Hon); 3. Bruce Cornell (Kaw); 4. Steve Bussel (Yam); 5. Larry Owens (Kaw).

4-STRK BEG: 1. Terry Barry (Yam); 2. Matt Byers (Yam); 3. Dave Smith (Yam); 4. Dan Johnson (Yam).

4-STRK NOV: 1. Chad McIntosh (Hbg).

4-STRK AM: 1. Richard Arnold (Yam); 2. Mike Wilson (Yam); 3. George Pennington (Yam).

4-STRK EX: 1. Jamie Campbell (Hon); 2. Dano Legere (Yam); 3. Mike Seeley (Hon).

TEAM RACE: 1. David Donatoni/Jonah Street; 2. Greg Fountain/Scott Marlow; 3. Chad Blough/Bob Maxell; 4. Jamie Campbell; 5. Victor Padilla/Brad Wootton.

## Sekich slams the door at Mazda Trucks MX

By Stacy Jensen

BERTHOUD, CO, MAR. 7

More than 480 riders lined the track along I-25 to participate in the third round of the 1999 Sports Riders Association of Colorado and Mazda Trucks Championship MX Series. The event gave spectators and those who drove by a great look at SRAC racing. The freeway crowd brought in the curious, including the Denver Broncos' Vance Johnson and his family. The crowd was treated to the sight of some intense competition, especially in the 125cc Novice class, which had 45 riders.

The first qualifier saw Matt Vance jump out front with the holeshot, while behind him, anxious riders pressed. Around the west end, Dan Sekich, who began the moto in fifth, started his charge, passing Forest Himmel and then dropping out of sight. He emerged with two additional riders behind him: Michael Archuleta and Jonathan Oppermann. A fast-paced race along the south straightaway turned the lead over to Sekich as he jumped by Vance over the tabletop. Oppermann caught Sekich's tail wind and he also flew by Vance and down into a hard left-hander. Pushing Vance in the turn, Archuleta squeezed by on the inside, advancing to third.

With a sweet pass over the pyramid on Oppermann, Sekich ran away with the qualifier as Archuleta, Vance and Oppermann finished second, third and fourth.

Armstrong stole the holeshot and the lead, which he held until the checkered, when Marco Gonzales, who had been bumping handlebars with Armstrong, saw his chance at the finish line and, with a little more throttle, took first. Armstrong finished second, Jacob Lartz third, Andreas Watt fourth and Ryan Williams grabbed fifth.

The semifinal transferred the top five riders - James Meyer, Travis Pralquski, B.J. Buckendorf, Chad Schara and James Brooks - into the main. As the gate dropped and 40 riders headed up the hill, Gonzales had the lead, but Sekich waved bye-bye as he completed the first lap and was on his way for the win. Gonzales slipped back to fourth, while Archuleta moved from fifth to second. Armstrong held on to third, and Christopher Hall took fifth. Hall had finished eighth in the second qualifier.

### Results

50 NOV: 1. Shane Krako (KTM); 2. Cole Schoendeck (Cob); 3. Austin Rogers (KTM); 4. Dozzer Lee (KTM); 5. Kacey Campbell.

P/W NOV: 1. Justin Decker (Kaw); 2. Bryce Schoendeck (Kaw); 3. Rick LaMontagne (Kaw); 4. Justin Osstoff (Kaw); 5. Austin Wren (Kaw).

P/W AM: 1. Travis Sticher (KTM); 2. Will Gibson (Kaw); 3. Mike Henderson (KTM); 4. Vinney Ramirez (KTM); 5. Brady Price (Kaw).

MINI BEG: 1. Matt Douglas (Hon); 2. James Gierhart (Suz); 3. Jeffrey Aley (Hon); 4. Moe Mullenax (Kaw); 5. Tad Butler (Hon).

MINI NOV: 1. Ryan Morgan (Hon); 2. Michael Carter (Kaw); 3. Cody Boyd (Hon); 4. Nick Vance (Yam); 5. Dawson Devries (Yam).

OPEN MINI: 1. Brad Alarid (Hon); 2. Matthew Burris (Yam); 3. Jeremy Riddle (Hon); 4. Adam Harvey (Hon); 5. Ashley Boham (Hon).

MINI AM: 1. Adam Harvey (Hon); 2. Levi Jensen (Suz); 3. Brady Sharp (Kaw); 4. Chris Flesia (Yam); 5. Rick Sitcher (Hon).

MINI EX: 1. Matt Burris (Yam); 2. Jeremy Riddle (Hon).

125 NOV: 1. Dan Sekich (Kaw); 2. Michael Archuleta (Suz); 3. Ryan Armstrong (Yam); 4. Marco Gonzales (Yam); 5. Christopher Hall (Kaw).

125 (12-15): 1. Cody Jensen (Kaw); 2. James Ruiz (Yam); 3. Zach Wertz (Hon).

125 AM: 1. Austin Riddle (Yam); 2. Kendall Stafford (Yam); 3. Matt Wood (Yam); 4. Jason Archuleta; 5. Bo Kasper (Yam).

125 (14-24): 1. Mike Royer (Yam); 2. Adam Burris (Yam); 3. Clint Peterson (Kaw).

125 PRO: 1. Bobby Fitch; 2. Lane Swink (Kaw); 3. Scott Burris (Yam); 4. James Reimer (Yam); 5. Kelby Pepper (Yam).

250 NOV: 1. Ian McPherson (Kaw); 2. Jason Maynard (Kaw); 3. Pat Schoendeck (Hon); 4. Rob Campolieto (Kaw); 5. Eric Hall (Kaw).

250 AM: 1. Scott Hancey (Yam); 2. Jarrett Valentine (Hon); 3. Greg Conran (Hon); 4. Chris Morgan (Suz); 5. Shawn Peterson (Hon).

250 (14-24): 1. Mike Royer (Yam).

250 PRO: 1. Josh Kellogg (Yam); 2. Keith Campbell (Kaw); 3. Matt Larson (Yam); 4. Lane Swink (Kaw); 5. Scott Burris (Yam).

OPEN BEG: 1. Shaun Martrax (Hon); 2. Tim Swan (Yam); 3. Dean Ellico (Kaw); 4. Steve Tuchschmidt (Yam); 5. Thomas Kapun (Yam).

OPEN NOV: 1. Ian McPhearson (Kaw); 2. Michael Archuleta (Suz); 3. Jason Maynard (Kaw); 4. Eric Hall (Kaw); 5. Adam Weller (Kaw).

OPEN (12-15): 1. Cody Jensen (Yam).

OPEN AM: 1. Chris Morgan (Suz); 2. Scott Hancey (Yam); 3. Jole Carr (Yam); 4. Matt Wood (Yam); 5. Eric Stager.

OPEN PRO: 1. Josh Kellogg (Yam); 2. Keith Campbell (Kaw); 3. Matt Hurlson (Yam); 4. Bobby Fitch (Yam); 5. James Reimer (Yam).

VET NOV: 1. Jeff Bell (Hon); 2. Duane Linkus (Yam); 3. Pat Schoendeck (Hon); 4. Tony Kwak (Yam); 5. Ron Moreland (Kaw).

VET AM: 1. Eddie Johnson (Yam); 2. Kevin Carbaugh (KTM); 3. David Clason (Kaw); 4. Glen Sharp (Hon); 5. Travis Todd (Yam).

VET PRO: 1. Keith Campbell (Kaw); 2. Shawn Smith (Yam); 3. Stacy Smith (Yam); 4. Darrell Miller (Kaw); 5. David Clabaugh (Yam).

SR NOV: 1. Jeff Douglas (Yam); 2. Howard Vreau (Yam); 3. David Dorsey (Yam); 4. Brian Mitchell (Yam); 5. Brian Harger (Hon).

SR AM: 1. John Clifford (Hon); 2. Bob Winter (Yam); 3. Mark Ransom (Suz); 4. Craig Buck (Yam); 5. Tom Dillon (Yam).

SR EX: 1. Jim Erkert (Kaw); 2. Dave Danko (Yam); 3. Bill Nolan (Yam); 4. Kenneth Hammil (Kaw); 5. Mark Burgman (Kaw).


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(Left) Mike Edmonds (11) wheelies out of the gate during 250cc Beginner action at Verde Valley Motorplex in Cottonwood, Arizona. (Above) Andy Willard (39) and Christopher Whitcraft (61) split moto wins in the 125cc Schoolboy class at Vinton MX Park in McArthur, Chino. Whitcraft ended up with the overall win.

S/SR: 1. Jim Reimer (Yam); 2. Tom Hamm (Suz); 3. Terry Frydendall (Yam).

WMN NOV: 1. Rose Bomburg (Yam); 2. Angela Jagiello (Hon); 3. Pam Barth (Hon).

WMN AM: 1. Ashley Boham (Hon); 2. Amy Rogers (Yam); 3. Cynthia Bennett (KTM).

## Beatty warrants the win at Barona Oaks MX

**By Homer Eubanks**

RAMONA, CA, MAR. 7

The first race of the season started off with a big bang at Barona Oaks Raceway. Tim Beatty was the fastest Pro, while Sean Thornton, Billy Laninovich, Josh Navarro, Trevor Reis and Dakota Garner all earned double class wins.

Tim Beatty topped the 250cc Pro competition, with Angelo Ingrande taking a close second overall. Beatty controlled the first moto, with Ingrande second and Robby Mueller third.

Things changed in the second moto. Ingrande took the holeshot, with Beatty and Mueller pressuring his every move. With Mueller keeping Beatty occupied, Ingrande was able to pull some breathing room on Beatty. Then, on the fourth lap, Beatty closed up and stole the moto. Once out front, it looked as if Beatty was headed to a runaway victory. Ingrande, however, got a second wind on the last lap of this eight-lap race and pulled up on Beatty. Ingrande had momentum going, but he ran out of laps and had to settle for second, just behind Beatty.

Skip Edwards proved to be too much for the other 16 250cc Novice riders. Edwards lost in moto one to Jon Meyers but came back in the second moto for the win and the overall. In round two, Edwards held off Kevin Yost, while Meyers trailed in third. Meyer's 1-3 effort netted second overall. Yost took the third-place trophy, and Kiel Mattsson earned his fourth with a fourth and fifth place.

Sean Thornton, riding his RP Racing Yamaha, dominated the 125cc Open class. Thornton mastered both motos, first besting Kevin Yost and then Steven Mann. Mann edged out Yost in the second moto to take second overall.

Josh Navarro started the year off with double wins in the Supermini contest, but Shaun Connelly served notice that it would be a long, hard battle for the series' overall championship honors. Navarro took charge of both motos off the gate. In moto one, Josh Navarro had his brother Joey hot on his heels for a couple of laps; that was before David Meyers took the spot and tried to close up on Josh. Back in the pack, Shaun Connelly left the gate in eighth place and was freight-training his way through the pack. Connelly took the third spot by lap three but could not best the effort of Meyers for second.

In the second Supermini moto, Josh Navarro took off and headed for the finish line, but first he had to fend off David Meyers for the first four laps. Before Navarro could get settled in, he began feeling the pressure of Shaun Connelly - all the way to the checkered. Cas Swift was a consistent fourth.

Josh Navarro came back later to capture the 80cc Intermediate trophy as well. Navarro couldn't handle David Meyers in the first moto, but he came back in the second moto, when it counted. Meyers took the second-overall spot but had to trail Cas Swift across in the second moto.

Consistency paid off in the field of 19 125cc Novice riders. Brandon Hamlett took top honors after placing fourth in moto one behind Jon Meyers, Chad Clabaugh and Ken Johnson. In the second moto, it was seventh-place finisher Pete Scully taking charge out of the gate. Scully had Travis Connelly trailing, followed by Hamlett. Hamlett gobbled up the whoops with a triple and double, leaving Connelly to hold off James Marries for the third spot.

Once the scent of victory got a hold of Hamlett, he charged up on Scully, but Hamlett ran out of laps and had to settle for second. Chad Clabaugh took second on the day with his second and fifth showings. Peter Scully earned third with his 7-1 effort.

Also winning through consistent riding was Ivan Shultz in the 80cc (7-11) division. Shultz took the overall by scoring a pair of deuces. First Shultz followed Brad Masters across; then he failed to match the pace set by Marc Abernathy in the second moto.

Abernathy earned the second overall honors after finishing fourth in moto one. Masters got hung up in turn one of the second moto but was able to pass half the field for fifth. Master's 1-5 score earned him third overall. Fourth was Steven Cerda with his 3-4 showing.

Trevor Ries and Dakota Garner set the pace in the Pee Wee divisions. Ries won both the Pee Wee (7-8) Stock and Modified trophies. In the Junior Cycle Open class, Reis also took second to Cameron Corfman.

By taking overalls in both the Pee Wee Stock and Modified classes, Dakota Garner gave notice that he would like to win this season's championship.

### Result

INTRO TO MX: 1. Joshua Huerta (Kaw); 2. Tyler Herrmann (Hon); 3. Blane Middlebrooks (Yam); 4. Billy Brubaker (Hon); 5. Nathan Dunn (Hon).

P/W F/T: 1. Daniel Currie (KTM); 2. Fuller Ries (KTM); 3. Julie Gowtz (KTM); 4. Hailey Garner (Yam); 5. Sam Neilson (Lem).

P/W STK (0-6): 1. Dakota Garner (Cob); 2. Austin Ballard (Cob); 3. Cody Trotter (Cob); 4. Dylan Schmoke (KTM); 5. Kyle Corfman (KTM).

P/W MOD (0-6): 1. Dakota Garner (KTM); 2. Casey Harris (KTM); 3. Kyle Corfman (KTM).

P/W STK (7-8): 1. Trevor Reis (Cob); 2. Christopher Lounsbury (Cob); 3. Nicholas Bayerle (Cob); 4. Steve Baquial (KTM).

P/W MOD (7-8): 1. Trevor Ries (Cob); 2. Cameron Corfman (KTM); 3. Nicholas Bayerle (Cob).

JR CYCLE: 1. Cameron Corfman (KTM); 2. Trevor Ries (Kaw); 3. Curtis Frost (Kaw); 4. Jake Thomas (Kaw); 5. Derin Dillow (Kaw).

60 STK (7-11): 1. Brad Masters (Kaw); 2. Molan Shultz (Kaw); 3. Bradley Baquial (Kaw); 4. Cody Seevers (Kaw); 5. Michael Herrera (Kaw).

80 BEG: 1. Chase Takas (Yam); 2. David Kunkel (Hon); 3. Alberto Heredia (Hon); 4. Kenny Laninovich (Yam); 5. Jake Bissonnett (Hon).

80 NOV: 1. Shaun Connelly (Yam); 2. Joey Navarro (Kaw); 3. Tyler Roberts (Yam); 4. Bobby Romero (Yam); 5. Brandon Ellingsen (Hon).

80 INT: 1. Josh Navarro (Kaw); 2. David Meyers (Hon); 3. Cas Swift (Suz).

80 STK (7-11): 1. Ivan Shultz (Yam); 2. Marc Abernathy (Hon); 3. Brad Masters (Kaw); 4. Steven Cerda (Hon); 5. Matthew Adams (Hon).

S/MINI: 1. Josh Navarro (Kaw); 2. Shaun Connelly (Yam); 3. David Meyers (Hon); 4. Cas Swift (Suz); 5. Joey Navarro (Kaw).

125 BEG: 1. Jarred Jones (Hon); 2. Richard Thorp (Kaw); 3. Mike Martin (Yam); 4. Dan Dewall (Suz); 5. Ryan Roberts (KTM).

125 NOV: 1. Brandon Hamlett (Hon); 2. Chad Clabaugh (Yam); 3. Peter Scully (Yam); 4. Jon Meyers (Kaw); 5. James Marries (Yam).

125 INT: 1. Billy Laninovich (Yam); 2. Matt Condon (Yam); 3. Junior Archubwski (Hon).

125 (16-25): 1. Billy Laninovich (Yam); 2. Peter Scully (Yam).

125 OPEN: 1. Sean Thorton (Yam); 2. Steven Mann (Yam); 3. Kevin Yost (Yam); 4. Tim Kemp (Hon).

250 BEG: 1. Eric Elson (Yam); 2. Jason McDermott (Hon); 3. Randy Arnson (Hon); 4. Rob Hentzen (Yam); 5. Jimmy Hicks (Hon).

250 NOV: 1. Skip Edwards (Suz); 2. Jon Meyers (Kaw); 3. Kevin Yost (Yam); 4. Kiel Mattsson (Hon); 5. Kelly Green (Yam).

250 INT: 1. Sean Thorton (Yam); 2. Junior Archubwski (Hon); 3. Bryan Currie (Suz); 4. Bryon Kukla (Hon).

250 PRO 1. Tim Beatty (Suz); 2. Angelo Ingrande (Suz); 3. Robby Muelle (Kaw).

VET BEG: 1. Dean Herrera (Suz); 2. Dan Funk (Yam); 3. Scott Brown (Yam); 4. Tim Gillard (Hon); 5. Ron Adams (Yam).

VET NOV: 1. Randy Rush (Hon); 2. Danny Youngblood (Yam); 3. Bob Prida (Suz); 4. Randy Arnson (Hon); 5. Ron Howell (Suz).

VET INT: 1. Greg Meyers (Kaw); 2. James Zomerdke (Kaw); 3. John Willis III (Hon); 4. Rick DeFalco (Yam).

VET EX: 1. Bobby Mueller (Kaw).

## Bush blazes to victory at Verde Valley Motocross

**By Johnny Whiteboots**

COTTONWOOD, AZ, MAR. 14

Joshua Bush came to the Verde Valley Motorplex for round two of the AMX E-Z Up Dealer Series a virtual unknown, but he left with the top prize in 250cc Beginner competition after completely dominating both motos.

The gate dropped and Mike Edmonds nailed a great jump off the line but struggled to keep the front tire down heading to the first turn. Out of the turn, the lead belonged to Tony Walters, who was followed by Edmonds, Eric Sampson, Sherman Taylor and the rest of the crazed pack, including Bush, who was the victim of a bad start. As Edmonds pressured Walters, Taylor wasted no time going around Sampson to take third. Edmonds made his way around Walters to lead the class over the big triple.

Bush was recovering well, charging up to the front. At the end of lap one, Edmonds held a slight lead over Taylor and Walters, while Bush moved into fourth by passing Jeremy Johnson. Bush worked quickly to pass both Walters and Taylor, and then he took off after Edmonds.

There was nothing Edmonds could do as Bush sped by and began to pull out a big lead of his own. Bush rode smoothly and maintained his several-second lead. Edmonds was securely in second, but the real battle was for third. Johnson gave away the podium spot with a costly mistake that let Walters into third and Vestal into fourth. At the flag, a hard-charging Eric Reinfried was rewarded with sixth. Taylor faded back to seventh, followed by the exhausted pack.

Bush managed a much better start in the second moto, battling with Vestal and Walters for the lead heading into the first turn. Through the whoop section, Vestal held a slim lead over Edmonds, Bush, Walters, David Kujawa and the rest of the field. Bush banged bars with Edmonds in the following tight section and moved into second. Edmonds tried to keep pace with Bush, but he could only watch as Bush moved around Vestal to take the lead. Kujawa took advantage of a bobble by Walter to move into fourth.

Edmonds found a way around Vestal and took over second as the pair pulled away from Kujawa. Behind Walters, there was a great race for sixth between Reinfried, Taylor, Johnson and Sampson. When the white flag came out, Bush had an 18-second lead over Edmonds, who was still racing hard against Vestal. Vestal's chance at a podium finish went up in a cloud of smoke when he went down, allowing Kujawa, Reinfried, Johnson and Taylor to scoot by before he could remount. Meanwhile, Bush received the checkers and the overall, followed by Edmonds, who was second in class. Kujawa grabbed third and fifth overall. Reinfried managed fourth and third for the day, followed by Johnson in fifth, which was good for fourth overall.

### Results

50 BEG A: 1. Cody Thomas (Yam).

50 BEG B: 1. Kyle Henry (KTM); 2. Jackson Paquette (KTM); 3. Trey McHugh (KTM).

50 (0-6): 1. Cole Martinez (Cob); 2. Jacqueline Strong (Lem).

50 (7-8): 1. Tyler McHugh (KTM); 2. Cory McHugh (KTM).

50 OPEN: 1. Cole Martinez (Cob); 2. Jacqueline Strong (Lem); 3. Cory Sibley (KTM).

60 BEG: 1. Chad McHugh (Kaw); 2. Mitch Wise (Kaw); 3. Cory Sibley (Kaw); 4. Curtis Smith (Yam); 5. Walter Roland (Hon).

60 OPEN: 1. Mitch Wise (Kaw); 2. Justin Reiners (Kaw).

80 BEG: 1. Davis Moskat (Kaw); 2. Michael Falls (Yam); 3. Todd Miller (Hon); 4. Chris Bertram (Hon); 5. Ryan Bishop (Hon).

80 (7-11): 1. Tyler Johnson (Suz); 2. Josh Coleman (Suz); 3. Nick Riley (Kaw); 4. Greg Smithson (Yam); 5. Tyler Myers (Kaw).

80 (12-13): 1. Chris Chevrette (Suz); 2. Cody Huddleston (Suz); 3. Chad Winton (Yam); 4. Michael Beaver (Suz); 5. Jake Alexander (Kaw).

80 (14-16): 1. Ryan Blan (Yam); 2. Moe Fuller (Kaw).

80 OPEN: 1. Matt Madden (Kaw); 2. Jake Alexander (Kaw); 3. Cody Huddleston (Suz); 4. Greg Smithson (Yam); 5. Chris Chewette (Suz).

WMN: 1. Tamra Madden (Kaw); 2. Tarrah Johnson (Yam); 3. Amber Naughton (Yam); 4. Jenny Clark (Yam).

125 BEG: 1. Kirk Dent (Kaw); 2. Rick Campbell (Suz); 3. Tarrah Johnson (Yam); 4. Tamra Madden (Kaw); 5. Cliff Bracale (Hon).

125 NOV: 1. Justin Myers (Yam); 2. J.B. Gasperone (Hon); 2. A.J. Cornelius (Suz); 4. Matt Madden (Kaw); 5. Danny Mitchell (Kaw).

125 INT: 1. Nick Beaver (Suz); 2. Zak Hoffman (Suz); 3. Matt Stephens (Suz); 4. Bolton Manchester (Yam); 5. John King (Suz).

250 BEG: 1. Joshua Bush (Hon); 2. Mike Edmonds (Hon); 3. Eric Reinfried (Suz); 4. Jeremy Johnson (Yam); 5. David Kujawa (Yam).

250 NOV: 1. Scott Rich (Hon); 2. Steve McFerrin (Kaw); 3. Jesse Attaway (Yam); 4. Jeff Parr (Kaw); 5. Robert Blander (Yam).

250 INT: 1. Nick Beaver (Suz); 2. Zak Hoffman (Kaw); 3. Tom Frantz (Hon); 4. Bolton Manchester (Hon); 5. Mike Carroll (Hon).

PRO: 1. Robert Naughton (Suz); 2. Troy Kalina (Yam); 3. Sam Weinbach (Suz); 4. Todd McRee (Kaw); 5. David Myers (Yam).

25+ NOV: 1. Scott Rich (Hon); 2. Jeff Parr (Kaw); 3. Kenny Porter (Hon); 4. Joshua Bush (Hon).

25+ INT: 1. Bolton Manchester (Hon).

30+ BEG: 1. Sherman Taylor (Suz); 2. Ed Roland (Hon); 3. Eric Reinfried (Suz); 4. Jerry Smith (Yam); 5. James Scherman (Hon).

30+ NOV: 1. Robert Olander (Yam); 2. Todd Smith (Yam); 3. Kelly Barry (Yam); 4. Jimmy Gunderson (Yam); 5. Jack Smithson (Kaw).

30+ INT: 1. Tom Frantz (Hon); 2. Mike Carroll (Hon); 3. Steve McFerrin (Kaw).

40+ MSTR: 1. Tom Frantz (Hon).

B/BK OPEN: 1. Matthew Stephens (Suz); 2. Justin Myers (Yam); 3. Kenny Porter (Hon); 4. David Kujawa (Yam); 5. Jim Attaway (Yam).

## Diehl big at Vinton MX

**By Bart A. Barok**

McARTHUR, OH, MAR. 7

Southern Ohio kicked off the 1999 outdoor season at the Vinton Motocross Park. Temperatures in the low 20s and a light coating of snow greeted the 140 riders who braved the wet and cold conditions to race.

The 125cc Intermediate class was one of the first races out of the gate. The class pitted the F&S Suzuki of Christopher Whitcraft against reigning District 11 125cc B champion David Rife. In the first moto, Rife came away with the lead around turn one, with the 13-year-old Whitcraft a bike length back, followed by Mark Diehl in third.

Whitcraft made his move on lap two, tripling into the whoops and railing the inside of the back sweeper and dropping Rife to second. Whitcraft quickly opened up a 10-second lead while Diehl slipped by Rife for third on the final lap.

The second-moto holeshot went to Whitcraft, but it was short-lived. A mistake in the muddy back section put him dead last at the conclusion of lap one. Diehl took over the lead and was able to hold off Rife for the moto and overall win. Rife's 3-2 finish earned him second overall, while Whitcraft managed to come through the pack in the second moto to finish fourth, salvaging third overall on the day. Both Whitcraft and Rife redeemed themselves later in the day with victories in the Schoolboy and 250cc B classes, respectively.

The 65cc (7-11) class had two great motos. Tyler Bowers, Jacob Mohney and the other 65 riders guided their minicycles through the deep

ruts that formed near the conclusion of the first motos. At the end of the day, Bowers came out on top of the 65cc class, with Mohney in second and Allen Nutter in third. Mohney was able to better Bowers by a position in the Mini Junior class, but it was the Honda-mounted Tanner Reed who stole the show with a second-moto holeshot and a wire-to-wire win over both riders.

Other action saw Erik Leonard taking top honors in the Over 25 class over Brian Rehmert, while Brian's brother Ron Rehmert took the victory in the Over 30 class.

### Results

MICRO (4-6): 1. Christian Parrish (Cob); 2. Shawn Rife (Cob); 3. Anthony Corrado (Lem); 4. Kyle Cottrill (Cob).

MICRO (7-8): 1. Andrew Murnane (Cob); 2. Dakota Jones (KTM); 3. Anthony Bentley (KTM); 4. Tracy J. Pennington (Lem).

MICRO (4-8): 1. Dakota Jones (Yam); 2. Austin Coon (Yam); 3. Kyle Cottrill (Yam); 4. Brandon Rehmert (Suz); 5. Matthew Cooper (Yam).

65 (7-11): 1. Tyler Bowers (Kaw); 2. Jacob Mohney (Kaw); 3. Allen D. Nutter (Kaw); 4. Ryan Brumfield (Kaw); 5. Brandon Elkins (Kaw).

80 (7-11): 1. Tanner Reed (Hon); 2. Jacob Mohney (Kaw); 3. Tyler Bowers (Kaw); 4. Ryan Brumfield (Kaw); 5. Allen D. Nutter (Kaw).

80 (12-15): 1. Nicholas Carroll (Kaw); 2. Dillion Watkins (Suz); 3. Matt Pritchard (Yam); 4. Derrick Arledge (Suz); 5. Eric Walls (Yam).

80 EXTRA: 1. Dillion Watkins (Suz); 2. Matt Pritchard (Yam); 3. Nathan Skaggs (Yam); 4. Aaron Heck (Hon).

SCHBY (12-15): 1. Christopher Whitcraft (Suz); 2. Andrew Willard (KTM); 3. Mark Diehl (Suz); 4. Tracey Haun (Kaw); 5. Dustin Cottrill (Suz).

125 PRO: 1. Anthony Atwood (Yam); 2. Christopher Kuhn (Yam).

125 B: 1. Mark Diehl (Suz); 2. David Rife (Kaw); 3. Christopher Whitcraft (Suz); 4. Jason Sheets (Suz); 5. Dustin Cottrill (Suz).

125 C: 1. Tim Kelly (Hon); 2. Kyle Ringwald (KTM); 3. Tracey Haun (Kaw); 4. Tim Nelson (Suz); 5. Jeff Wippel (Suz).

250 PRO: 1. Christopher Kuhn (Yam); 2. Dallas Avery (Suz).

250 B: 1. David Rife (Kaw); 2. Jason Brown (Hon); 3. Scott Generke (Suz); 4. Brian Rehmert (Suz); 5. Donovan Minnear (Yam).

250 C: 1. Nicholas Bukkyn (Hon); 2. Brian Purdy (Yam); 3. Troy Stuart (Kaw); 4. John Sites (Suz); 5. David Hall Jr. (Hon).

OPEN: 1. Mark McDaniel (Yam).

16-24: 1. Jason Brown (Hon); 2. Jeremy Elkins (Suz); 3. Jeff Wippel (Suz); 4. Tim Kelly (Hon); 5. James McAlpin (Suz).

25+ A/B: 1. Erik Leonard (Yam); 2. Brian Rehmert (Suz); 3. Dallas Avery (Suz); 4. Gerry Bennett (Hon); 5. Trevor Welch (Hon).

30+: 1. Ron Rehmert (Suz); 2. Trevor Welch (Hon); 3. Gerry Bennett (Hon); 4. Les Arledge (Hon); 5. Mark McDaniel (Yam).

40+: 1. Gerry Bennett (Hon); 2. Patrick McKinley (Yam).

## Adams awesome at Willow Springs Road Race

**By Eric Vincent**

ROSAMOND, CA, MAR. 20-21

Curtis Adams emerged from a fiercely competitive race to win the Toyota Gold Cup Formula One event at the third round of Willow Springs Motorcycle Club action at Willow Springs International Raceway.

While Adams' usual Formula One competitor Chuck Graves was absent from the event, Adams still had his hands full for most of the race, only taking the lead in the last few laps of the 12-lap sprint.

Mark Miller was the fastest racer off the line, with Adams just behind and Jeff Hagan rounding out the early leaders. Miller opened up about a six-second gap on Adams, but over the next five laps Adams steadily closed that gap on his Dunlop-shod Suzuki GSXR1100.

On lap five, Lucio Nicolodi threatened Hagan for third and, at the completion of lap six, he drafted and passed Hagan down the front straight. Nicolodi was momentarily demoted to fourth on lap nine after being passed by Kevin President, but he quickly recovered and retook third. On the same lap, Adams made his move to pass Miller through the long turn-eight sweeper. However, Miller was undaunted and was back in the lead several turns later.

Near the end of lap 11, Adams once again used turn eight to pass Miller, and this time he made it stick, leaving Miller to finish second and Nicolodi third.

In the Public Imaging 125cc Grand Prix, Wes Totsubo was first off the line on his Honda NS250, with LaVaughn Daniel and Eric Dadej in his draft. On lap two, Dadej drafted and passed Daniel down the back straight. Dadej kept going, passing Totsubo on the inside of turn eight. All three racers were side by side down the front straight at the start of lap three.

Emerging with a precarious grasp on the lead out of turn one, Dadej tried to open a gap on his pursuers. Meanwhile, Daniel powered around Totsubo on the outside of turn eight, and as those two carried on their dice, they closed back up on Dadej. Shortly after starting the next lap, Totsubo moved past Daniel to retake second, but all three racers remained nearly side by side for the next nine laps of the 10-lap event, exchanging the lead several times.

On the final lap, Daniel powered from second to the lead through turn four and started to open a slight gap on Totsubo and Dadej. However, rounding turn nine for the final time, she slowed slightly, allowing all three to cross the finish line within mere inches of each other. The WSMC officials sorted it out, giving Dadej the win, followed by Totsubo in second and Daniel in third.

### Results

F-1: 1. Curtis Adams (Suz); 2. Mark Miller (Yam); 3. Lucio Nicolodi (Duc); 4. Kevin President (Yam); 5. Jeff Hagan (Suz).

F-2: 1. Brian Carnibucci (Hon); 2. Bryan Kovarick (Suz); 3. Ken Chase (Suz); 4. Brian Garbellini (Yam); 5. Steven Ottinger (Hon).

F-3: 1. Erik Dadej (Hon); 2. Wesley Totsubo (Hon); 3. LaVaughn Daniel (Hon); 4. Stephen Bowline (Hon); 5. Hawk Mazzotta (Hon).

F-40: 1. Stephen Hewitt (Yam); 2. Claudio Szyszkowski (Duc); 3. Peter Robbins (Duc); 4. Tom Sera (Yam); 5. Keith MacBeth (Kaw).

500 S/STK: 1. David Finnerty (Bue); 2. Evans Brasfield (Kaw); 3. Aaron Lunsford (Yam); 4. Steven Moonitz (Yam); 5. Jose Estrella (Suz).

600 S/STK: 1. Sam Carnibucci (Hon); 2. Tony Meiring (Hon); 3. Daniel Dietrich (Suz); 4. Bryan Kovarick (Suz); 5. Shawn Cash (Suz).

750 S/STK: 1. Bryce Gross (Suz); 2. Vincent Haskovec (Suz); 3. Jeff Short (Suz); 4. Jeff Hagan (Suz); 5. Cesar Meza (Suz).

OPEN S/STK: 1. Stephen Hewitt (Yam); 2. Clinton Whitehouse (Yam); 3. Susan Zobler (Hon).

550 S/BK: 1. Shawn Cash (Yam); 2. James Hillier (Kaw); 3. Jim Dobson (Yam); 4. Michael Doyle (Kaw); 5. Dave Finnerty (Bue).

650 S/BK: 1. Bryan Kovarick (Suz); 2. Vincent Haskovec (Suz); 3. Ken Chase (Suz); 4. Sam Carnibucci (Hon); 5. Daniel Dietrich (Suz).

750 S/BK: 1. Richard Headley (Yam); 2. Vincent Haskovec (Kaw); 3. Ken Chase (Suz); 4. Jeff Hagan (Yam); 5. Jeff Short (Suz).

OPEN S/BK: 1. Mark Miller (Yam); 2. Curtis Adams (Suz); 3. Kevin President (Yam); 4. Jeff Hagan (Suz); 5. Rob Nelms (Hon).

500 MOD PROD: 1. James Hillier (Kaw); 2. Red Star Cleveland (Yam); 3. John Melich (Yam); 4. Aaron Lunsford (Yam); 5. David Finnerty (Bue).

600 MOD PROD: 1. Sam Carnibucci (Hon); 2. Bryan Kovarick (Suz); 3. Tony Meiring (Hon); 4. Daniel Dietrich (Suz); 5. Dana Owen (Hon).

750 MOD PROD: 1. Bryce Gross (Suz); 2. Cesar Meza (Suz); 3. John Pearson (Suz); 4. Michael Gephart (Yam); 5. Toby Jorgensen (Hon).

OPEN MOD PROD: 1. Kevin President (Yam); 2. Richard Headley (Yam); 3. Stephen Hewitt (Yam); 4. Clinton Whitehouse (Yam); 5. David Molitor (Yam).

BOTT L/W: 1. James Hillier (Kaw); 2. Michael Doyle (Kaw); 3. Jerry Jirkovsky (Kaw); 4. Jose Estrella (Suz); 5. Evans Brasfield (Kaw).

BOTT M/W: 1. Richard Headley (Yam); 2. James Hillier (Kaw); 3. Alex Florea (Hon); 4. Mick Ofield (Duc); 5. Roger Sgarbossa (Hon).

BOTT H/W: 1. Lucio Nicolodi (Duc); 2. Balz Renggli (Duc); 3. Claudio Szyszkowski (Duc); 4. Peter Robbins (Duc); 5. Rich Thorwaldson (Hon).

500 SGL: 1. Scott Spears (Hon); 2. Steven Allen (Suz); 3. Carlin Dunne (Hon).

Jeff Capt topped the Vet Open Expert class at the Four Aces European Hare Scrambles at Red Mountain, California

660 SGL: 1. Danny Ayala (Yam).

F-SGL: 1. Scott Spears (Hon); 2. Carlin Dunne (Hon); 3. Steven Allen (Suz); 4. Danny Farnsworth (Hon).

L/W VINT: 1. Jim Dobson (Yam); 2. Clinton Whitehouse (Yam); 3. Carlin Dunne (Hon); 4. Scott Spears (Hon); 5. Dave Gardner (Yam).

H/W VINT: 1. Jim Dobson (Yam); 2. Todd Boudreaux (Kaw); 3. Brad Gitchell (Suz); 4. Allan Webster (Kaw); 5. Scott MacAdam (Kaw).

0-500 L/W NOV: 1. Kenny Stelmasky (Yam); 2. Peter Grinsted (Kaw); 3. Richard Sadler (Suz); 4. Ivek Hasari (Kaw); 5. Kip Hitter (Hon).

501-650 M/W NOV: 1. Sorin Constentin (Suz); 2. Damon Darchuck (Hon); 3. Rudy Cortez (Hon); 4. Chris Hafer (Yam); 5. Claudio Fahey (Yam).

651-OPEN H/W NOV: 1. Marc Palazzo (Suz); 2. Jon Stokes (Duc); 3. Syl Corbin (Suz); 4. Glenn DeKoven (Hon); 5. Ricky Lundgren (Hon).

## Capt turns the tables at Four Aces Euro Scrambles

**By Ron Pocher**
**Photo by Photos by Grumpy**

RED MOUNTAIN, CA, FEB. 13

Team Green's Jeff Capt orchestrated a brilliant come-from-behind victory at the Four Aces Motorcycle Club's European Scrambles. After spotting his fellow competitors a five-second head start, Capt charged through the pack to win the Vet Expert/Amateur race.

"I was dead last off the start," said Capt. "I bet it took me 10 kicks to get that baby started."

The Four Aces laid out two separate courses for Saturday's event. Expert and Amateur riders competed on Course A, while Novices and Beginners tackled Course B.

"I bet I passed 20 guys on that first lap", said Capt about his ride on Course A. "I then got by about five more on the second lap and then took off after the leaders."

Abe Baumann, who is always a threat in the Vet Expert division, led the first two loops of the 10-mile circuit after catching Mike Korenwinder midway through lap one. Korenwinder showed he's enjoying his new Yamaha YZ400 mount by pulling off a booming, uphill holeshot to lead at the bomb.

"I caught Korenwinder pretty early in the third lap and then went after Abe," said Capt, "but I didn't pass him until about two miles from the finish in that last fast section."

The Course A flagman mistakenly gave Capt the white flag at the finish, so he was treated to an uncontested victory lap. Baumann held on for second, with Korenwinder third. Les Lehigh and his CR500 rolled home in fourth, while Paul Shafer finished fifth overall to claim top 250cc Vet Expert honors. Dave Earll was top Vet Amateur at ninth overall.

In the 200cc/250cc/Open/Four-Stroke race, Capt's Team Green teammate Dave Ondas pulled off a wire-to-wire win. Aboard a KX500 that sounded more like a top-fuel dragster than an off-road dirt bike, Ondas was already enjoying a six-second lead when he crested the hill at the end of the bomb run. Ondas had an uneventful run to the checkers, but racers were jockeying for position in his wake.

Justin Lundin, the eventual Four-Stroke-class winner, held his YZ400 in second place throughout the first lap, with ATK-mounted Joey Lanza nipping at his heels.

Lanza continually tried to find a way around Lundin and was plotting a pass in one of the tighter sections on the course when Team Green's Kurt Caselli slipped by for third.

"I was right on Lundin and looking for a way by when Caselli came out of nowhere, kind of cut off a corner and passed me," said Lanza.

The three speedsters crossed the scoring shoot in tight formation, and the dice was on. Lundin was next on Caselli's hit list.

"I closed in on Lundin early in the second lap and got by him in a tight section in the hills," said Caselli.

Caselli then opened a gap as Lundin and Lanza continued to battle.


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**(Above) Sportsman 250cc Expert racer Jack Weaver (40) runs down Mark Tharman (65) on his way to the class win at Motocross of Marion County in Reddick, Florida.**
**(Left) Gary Peak (1) dominated Over 45 and Over 50 action with four moto wins at the Hardrock racing facility in Ocala, Florida.**

Ondas cruised to the checkers to take first overall and the Open-class win. Caselli was the 200cc-class winner, while Lundin held off Lanza for third overall and the Four-Stroke-class win. ATK of America's Lanza garnered the top 250cc spot, and Dodson brought his KX250 across the line in fifth.

### Results

200 A: 1. Kurt Caselli (Kaw); 2. Morgan Crawford (Kaw); 3. Ron Nozaki (Kaw).

200 B: 1. Scott Hiatt (Yam); 2. Jason Lighthart (Kaw).

200 C: 1. Jeff Dillion (Kaw); 2. Daniel Low (KTM); 3. William H. Porter Jr. (Yam).

200 D: 1. Brent Manfred (Yam); 2. Brad Dougherty (Suz); 3. Broc Dougherty (Suz).

250 A: 1. Joey Lanza (ATK); 2. Luke Dodson (Kaw); 3. Matt Burroughs (Hus).

250 B: 1. Mike Dion (Hon); 2. Don Campbell (Kaw); 3. Eric Caudillo (Kaw).

250 C: 1. Colby Parker (Yam); 2. Brett Dougherty (Yam); 3. Michael Caudillo (Kaw).

250 D: 1. Jeff Baugher (Kaw); 2. Robert Leonardi (Yam); 3. Michael Doner (Kaw).

SR 250 A: 1. Charlie Barney (G-G); 2. Kevin Hasten (Yam); 3. Scott Anderson (Yam).

SR 250 B: 1. Charlie Hargon (Kaw); 2. William Lutes (Kaw); 3. Daniel Dowding (Yam).

SR 250 C: 1. Tim Flanigan (Suz); 2. Randy Banales (KTM); 3. Jeff Abbath (Yam).

SR OPEN: 1. Jim Eveland (Kaw); 2. Rudy Abele (Kaw); 3. Don Chiapuzio (Kaw).

SR OPEN B: 1. Bill Perkins (KTM); 2. Ken Hayden (Hon); 3. Rick Overby (Hon).

SR OPEN C: 1. John Regalado (Yam); 2. Alan Baldwin (Yam); 3. Jody Rice (KTM).

SR OPEN D: 1. Greg Jackson (Hus): 2. Brian Baldwin (Kaw).

S/SR A: 1. Ray Bandfield (Yam); 2. Al Guzman (Kaw); 3. Ed Butler (Kaw).

MAG A: 1. Bill Maxim (Kaw); 2. Benny T. Padilla (Yam); 3. Norm Gaiger (Kaw).

MAG B: 1. Ruben Garcia (Yam); 2. Bob Pryor (Kaw); 3. Victor Romero (Hon).

MAG C: 1. Ian Drake (Hus).

VET 250 A: 1. Paul Shafer (Yam); 2. John Spaeth (Kaw); 3. Rick Lundin (Yam).

VET 250 B: 1. Dave Earll (Kaw); 2. Steve Liggett (Yam); 3. Ken Price (Yam).

VET 250 C: 1. Tim Joynes (Yam); 2. J.B. Brown (Kaw); 3. Charles Bentley (Yam).

VET 250 D: 1. Larry Waterhouse (KTM); 2. Scott Saathoff (Yam); 3. Ray Law (Kaw).

VET OPEN A: 1. Jeff Capt (Kaw); 2. Abe Baumann (Kaw); 3. Mike Korenwinder (Yam).

VET OPEN B: 1. Russ Wolff (Kaw); 2. Jerry Grabow (KTM); 3. John P. Vanettes (Yam).

VET OPEN C: 1. Patrick Zang (Kaw); 2. Keith Larson (Hon); 3. Jeff Meacham (Hon).

VET OPEN D: 1. Charles Lamson (Hon); 2. Jerry Ford (Hon); 3. Paul Raymond (Hon).

OPEN A: 1. Dave Ondas (Kaw); 2. Eron Boyer (Hus); 3. Ron Peters (Hon).

OPEN B: 1. Mike Campcon (Yam); 2. Rick Carlisle (KTM).

OPEN C: 1. James Hasenjaeger (KTM); 2. Brandon Day (Kaw).

OPEN D: 1. Andrew Willis (Hon); 2. Larry Minyard (Hon).

4-STRK A: 1. Justin Lundin (Yam); 2. Brian Cunningham (Yam); 3. Craig Hunter (Yam).

4-STRK B: 1. Tony de Cordoba (Hon); 2. Michael Tyner (Yam); 3. Bebo Gutierrez (Yam).

4-STRK C: 1. Jeffrey Vogt (KTM); 2. Philip Minuto (Yam); 3. Matt Hagerman (Hon).

MINI A: 1. Jeff Dillion (Yam).

MINI C: 1. Joshua Roche (Hon); 2. David Rickaby (Yam); 3. Corey Wolff (Kaw).

MINI D: 1. Matt Gillette (KTM).

WMN A: 1. Anna Jo Cody (Kaw); 2. Kassie Gray (Kaw); 3. Mary Sullivan (Yam).

WMN B: 1. Cathy Duncan (Kaw); 2. Kim Quinn (Kaw).

WMN C: 1. Vanessa Crawford (Kaw); 2. Courtney Hasten (Yam); 3. Frosty Cannon (Kaw).

WMN D: 1. Brooke Cohen (Suz).

## Seniors rock at Hardrock

**By Mark Thompson**

OCALA, FL, FEB. 28

The second annual running of the Revenge of the Ol' Gator Senior Championship drew nearly 200 riders from around the country. It was the second straight day of racing for many at Hardrock, as the prior day it had hosted an AHRMA Vintage National, with nearly 400 entrants.

Sue and Randy Kuentjes and their crew transformed the track that had been vintage-friendly the day before into a challenging, doubles-infested circuit that surprised the riders who had ridden the previous day.

It began to rain just as the Over 45 class came off the line. The race was red-flagged after two laps, as visibility and ridability disappeared in the heavy downpour.

When the rain stopped, the track crew did some creative re-engineering, mostly eliminating a couple of new ponds and some of the uphill stuff, and racing resumed. As wet as the day had been earlier, by the time the second set of motos were under way, the track had dried to the point that speed skills rather than mud-riding skills would decide how each rider would place.

Larry Gessner put his KTM on top of the pack in the Over 25 Expert class with a pair of moto wins over the Kawasakis of Tom Dretzka and Chris Marlin. In Over 30 Expert action, however, Gessner's pair of seconds could not beat Barry Carsten's pair of moto wins.

In Over 25 B action, Denis Benoit rode his Honda to a 2-1 score, easily topping Kenny Wosyluk and Bill Sellers, the latter of whom could not put together two consistent motos.

Gary Peak and his YZ400 were untouchable in Over 45 action, easily winning both motos and going 5-3 for third overall in the Over 40 Expert class.

As it often is, the Over 40 B class was the largest of the day, with more than 30 riders answering the call to the line. After the mud had settled, Tony Smith and his Kawasaki had put together a 3-1 score for first overall, ahead of Larry Brock's 2-3 tally. Brian Fernsmer's 4-5 results made for a solid third.

### Results

25+ EX: 1. Larry Gessner (KTM); 2. Tom Dretzka (Kaw); 3. Chad Cochenour (Kaw); 4. Chris Marlin (Kaw).

25+ B: 1. Denis Benoit (Hon); 2. Kenny Wosyluk (Kaw); 3. Bill Sellers (Kaw); 4. Jonathan Skinner (Yam); 5. Jeff Oakes (Hon).

30+ EX: 1. Barry Carsten (Suz); 2. Larry Gessner (KTM); 3. Tom Dretzka (Kaw); 4. Dennis Decker (KTM); 5. Chris Rhoten (Yam).

30+ B: 1. John Hanford (Hon); 2. Tom Wosyluk (Kaw); 3. Craig Monroe (Kaw); 4. Denis Benoit (Hon); 5. Jeff Oakes (Hon).

35+ EX: 1. Dennis Decker (KTM); 2. Tom Dretzka (Kaw); 3. Dave Bowman (Suz); 4. Jeff Heaston (Kaw); 5. Ron Downen (Kaw).

35+ B: 1. Earl Parker (Hon); 2. Mike Becksmith (Kaw); 3. Tony Smith (Kaw); 4. Stan Salter (Yam); 5. Tod Hammock (Kaw).

40+ EX: 1. Dave Bowman (Suz); 2. Ron Downen (Kaw); 3. Gary Peak (Yam); 4. Jeff Heaston (Kaw); 5. Bryan Stoughton (Kaw).

40+ B: 1. Tony Smith (Kaw); 2. Larry Brock (Hon); 3. Brian Fernsmer (Hon); 4. Paul Dziwanowski (CCM); 5. Ron Greene (Yam).

45+: 1. Gary Peak (Yam); 2. Larry Brock (Hon); 3. Kevin Wilson (Suz); 4. Randy Tomlinson (Yam); 5. John Meehan (Yam).

50+: 1. Gary Peak (Yam); 2. Larry Brock (Hon); 3. Randy Tomlinson (Yam); 4. Phil Hanford (Hon); 5. Guenter Sommer (Yam).

60+: 1. Robert Darden (Yam); 2. David Henry (KTM); 3. Robert Brotz (Hon).

## Fourth annual Autism Awareness Race

**By Mark Thompson**

REDDICK, FL, MAR. 1

The fourth annual Autism Awareness Race had it all, including a raffle with hundreds of prizes and a silent auction for gear, autographed racing memorabilia, and three vintage bikes. More than 60 motorcycle companies, organizations and professional riders of today and yesterday generously contributed to the collection of prizes and auction items. Approximately 170 entries in all signed up for AHRMA Vintage, Evolution and selected Modern bike classes.

BSAs were the hot ride in the Classic 500 Expert contest, as everyone rode one variation or another of the ancient thumper. Steve Tucker used a pair of seconds to clinch the win, ahead of Eamon Massett, with Mark Cornut in third.

As always, the Over 40 classes were the biggest, with a full start line aimed toward the twisting S-shaped first turn. In Over 40 Intermediate action, Suzuki-mounted Eric Betrenberger used a 2-1 score to beat Doug Kodrovach's Honda and Mark Thompson's Maico. In the Expert division, it was Allan Jaggard's Honda sweeping both motos, ahead of Matt Kretschner's Elsinore and Jack Weaver's Yamaha. John Deemer was running second in the first moto, but his usually reliable and immaculate Maico let him down this time, ending his day. In the Over 40 Novice contest, Make Garbus put his Honda in front in both motos, ahead of Jim Stump's Husky and Rick Smith's CZ.

Tom Boyd put his Husky in front of the Over 50 Expert crowd, scoring both moto wins over Paul Havez's BSA and Ted Grabowski's Maico. In Over 50 Intermediate action, it was Dave Dixon piloting a Maico to a pair of wins over Lou Sneddlin's BSA and Mike Kauvlsu's AJS.

Mark Thompson scored both moto wins in the Sportsman 500 Intermediate class, over Pete Dalessano's CZ and Jason Luering's Yamaha. J.T. Southern put another Maico in the victory circle in the 500cc Novice division, ahead of Mike Somerfield and Todd Newell.

Dave Gilbert won both motos of the 125cc Expert class with commanding leads. The Sportsman 250cc Expert race presented more of a challenge; Gilbert ended up third behind Yamaha pilot Jack Weaver's pair of moto wins and CZ rider Bob Bitting.

### Results

CLSC 125 EX: 1. James Harner (CZ); 2. Chuck Curelong (Hus); 3. Peter Villararo (Pen); 4. Curtis Comer (Hon).

CLSC 125 INT: 1. Richie Baulch (Mon); 2. Gordon Oksti (DKW); 3. John Staskys (Mon); 4. Phil Brisco (Hus).

CLSC 125 NOV: 1. John Ridenour.

CLSC 250 EX: 1. Kim Burrows (Tri); 2. Steve Tucker (BSA).

CLSC 250 INT: 1. Lee Allison (Oss); 2. Derrick Beloir (Oss); 3. Michael Kauvla (AJS); 4. Don Baker (AJS).

CLSC 250 NOV: 1. Todd Newell (Oss).

CLSC 500 EX: 1. Steve Tucker (BSA); 2. Eamon Massett (BSA); 3. Jerry Bewerts (BSA); 4. Alex Moroz (BSA); 5. Jerry Bewerts (BSA).

CLSC 500 INT: 1. Jay Stuiso (BSA); 2. Bill Martin (AJS).

CLSC 500 NOV: 1. Jeff Krupp (BSA).

SPTSMN 125 EX: 1. David Gilbert (Hon); 2. Tim Marks (Hon); Mike Brown (Yam).

SPTSMN 125 INT: 1. Robert Leimeustoll (Yam); 2. Guy Anderson (Hon); 3. David Evans (Hod).

SPTSMN 250 EX: 1. Jack Weaver (Yam); 2. Bob Bitting (CZ); 3. Woody Graves (Bul); 4. Gary Avans (Kaw); 5. David Gilbert (Hon).

SPTSMN 250 INT: 1. Mark Tharman (Mai); 2. Doug Kodrovach (Hon); 3. Ed Sherry (Hus); 4. Guy Anderson (CZ); 5. Chris Hahn (CZ).

SPTSMN 250 NOV: 1. William Dyer (Kaw); 2. Jim Stump (Hus); 3. Jeff Hayes (Kaw); 4. Don Dotson (Yam); 5. J.D. Flaherty (CZ).

SPTSMN 500 EX: 1. Chuck Peavy (Hus).

SPTSMN 500 INT: 1. Mark Thompson (Mai); 2. Pete Dalessano (CZ); 3. Jason Luering (Yam); 4. Dave Curci (Mai); 5. Andy Blackburn (CZ).

SPTSMN 500 NOV: 1. J.T. Southern (Mai); 2. Mike Somerfield (Mai); 3. Todd Newell (Bul); 4. Dexter Gardenhire (Hus); 5. Blake Davis (CZ).

SPTSMN TW EX: 1. Alex Moroz (Yam).

SPTSMN TW INT: 1. Rick Baulch (Yam); 2. Bill Fillion (Yam).

30+ EX: 1.Allan Jaggard (Hon); 2. James Harnum (Oss); 3. Chuck Dealy (Hus); 4. Matt Kretschner (Hon).

30+ INT: 1. Mark Tharman (Mai); 2. Greg Peterson (Hon); 3. Barry Lee (Oss); 4. Pete Dalessano (CZ); 5. Chris Huhn.

30+ NOV: 1. Jeff Hays (Kaw); 2. John Dombrowski (Hon).

40+ EX: 1. Allan Jaggard (Hon); 2. Matt Kretschner (Hon); 3. Jack Weaver (Yam); 4. Woody Graves (Bul); 5. Kevin Hodge (Pen).

40+ INT: 1. Eric Betrenberger (Suz); 2. Doug Kodrovach (Hon); 3. Mark Thompson (Mai); 4. Dave Curci (Mai); 5. Lee Allison (Oss).

40+ NOV: 1. Mike Garbus (Hon); 2. Jim Stump (Hus); 3. Rick Smith (CZ); 4. Craig Barrie (Hon); 5. Charles Morris (Hus).

50+ EX: 1. Tom Boyd (Hus); 2. Paul Haver (BSA); 3. Ted Graboski (Mai); 4. Robert Hayes (Hon).

50+ INT: 1. David Dixon (Mai); 2. Lou Sneddlin (BSA); 3. Michael Kauvlsu (AJS); 4. Clint Swafford (Hus); 5. Randall Ohica (BSA).

NOV: 1. Craig Barrie (Hon).

60+ INT: 1. Clint Swafford (Hus).

60+ NOV: 1. R.Q. Old (Mai).

WMN NOV: 1. Carolyn Kautz (Hon).

EVO 1 EX: 1. Dave Ellis (Yam).

EVO 1 NOV: 1. Joe Greschner (Yam).

EVO 2 EX: 1. Randy Bailey (Hon); 2. Travis Blackburn (Hon); 3. Wayne Nix (Hon).

EVO 2 NOV: 1. Bill Coulter (Mai); 2. Rick Demotrovich (CA); 3. Mike Babar (Yam).

MDRN (15-24): 1. Travis Blackburn (Kaw); 2. Chris Reynolds; 3. Nathan Vick; 4. Nick Garrett (Suz); 5. Shawn Hagelin (Hon).

MDRN (25+): 1. Kyle Myers (Suz); 2. John Hanford (Hon).

MDRN (35+): 1. Rick Hopkins (Kaw); 2. Phillip Russell (Yam); 3. James Harner (Hon); 4. Mike Menefee (Yam); 5. Eric Kraft (Yam).

MDRN (40+): 1. David Ellis (Hon); 2. Barry Higgins (KTM); 3. Kevin Hodges (Hus); 4. Gary Rosse (KTM); 5. Joe Collins (KTM).

## Stalmacle stomps REM Glen Helen MX

**By Rocky Hash**

SAN BERNARDINO, CA, MAR. 13

Fredrik Stalmacle took full advantage of the perfect track conditions that resulted from midweek rains, as he topped the 125cc Junior division at Racing Enterprises Motosports' weekly Saturday Motocross, held at Glen Helen Raceway Park.

When the first moto left the line under bright, sunny skies, Stalmacle immediately served notice to the competition as he motored to a big holeshot. Behind Stalmacle, Steve Sailing positioned his YZ125 into the second slot, and Kaipo Chung maneuvered into third. When the pack went into the back canyon for the first time, the top five positions were filled out by Jeremy and Joel Murphy, whose yellow Suzuki RM125s really stuck out among the sea of blue Yamahas that were running up front.

Right away, Stalmacle and Sailing began to separate themselves from the pack, as the two racers diced hard for the lead. Chung held comfortably in the third spot, some three seconds back from the skirmish at the front. By the third lap, Stalmacle had scratched out a five-bike-length lead on Sailing, while the Murphy brothers were engaged in a duel. The battle led them to the rear fender of Chung, who still held the third spot.

By the midway point, Stalmacle had opened up a two-second lead on Sailing. As the moto wore on, Sailing appeared to settle down and find his lines as he started to close on Stalmacle. When the two-lap signal was given, Sailing was within two bike lengths of the leader, and he looked to be setting up a pass attempt. The three-way battle for third was settled on the white-flag lap, as both of the Murphy brothers went around Chung, pushing the Yamaha pilot back to fifth.

Stalmacle reacted well to the late pressure of Sailing, and he turned up the wick just enough to maintain his two-bike lead to the checkers for the moto win. With less than half a lap to go, Joel Murphy passed his brother Jeremy to take away the third spot.

Chung grabbed the second-moto holeshot, and Kenny Sievers pushed his Yamaha into second. Sailing again got a good start and was running third, ahead of first-moto winner Stalmacle, who was involved in a first-turn pileup. Out front, Chung set a blistering pace, and he opened up a two-second lead on Sievers in second. Stalmacle was charging through the pack, and by the halfway mark he was making his presence felt as he moved up into the fourth spot, behind Sailing.

Chung started having bike problems and he dropped dramatically off the pace and turned the lead over to Sievers. Perhaps feeling the effects of riding two classes on the day, Sailing was unable to offer up much resistance to Stalmacle in the battle for the overall win. Stalmacle motored around Sailing as the two-lap signal was given. Sievers' lead was not safe, as Stalmacle put the pass on him during the white-flag lap to complete his charge to the front.

At the checkers, it was Stalmacle taking the win and Sievers riding in for second. Sailing held on for third. With a double moto sweep, Stalmacle was the overall winner on the day. Sailing was next best, posting a 2-3 tally. A strong second moto earned Sievers the third-place brass with his 6-2 scores. **CN**

### Results

80 JR: 1. Ace Eure (Hon); 2. Max Eure (Hon); 3. Joshua Matelle (Suz).

125 BEG: 1. Paul Decoite (Yam); 2. Heath Berry (Hon); 3. Sean Boulware (TM).

125 JR: 1. Fredrik Stalmacle (Yam); 2. Steve Sailing (Yam); 3. Kenny Sievers (Yam).

250 BEG: 1. James Scharer (Hon); 2. Ron Hallon (Suz); 3. Frank Sanchez (Kaw).

250 JR: 1. Christian Kennevik (Yam); 2. Mark Oldroyd (Hon); 3. Tom Mellor (Kaw).

250 INT: 1. Fred Berggren (Yam); 2. Konstantin Dergunov (Kaw); 3. Bob Zing Jr. (Suz).

125 INT: 1. Tim Olson (Kaw); 2. Alex Lofgreen (Hon); 3. Ronny Howell (Suz).

PRO: 1. Willy Musgrave (KTM); 2. Ty Kady (Yam); 3. Craig Davis (Yam); 4. Mark Tilley (KTM); 5. Niclas Hakansson (KTM).

25+ JR.: 1. David Gladhill (Yam); 2. Jerome Mage (Kaw); 3. Bill Fowler (Hon).

VET BEG: 1. Rick Marion (Yam); 2. Gary Gonzales (KTM); 3. Mike Georgi (Hon).

VET JR: 1. Dennis Davidow (Kaw); 2. Jim Gladhill (Yam); 3. Jim Naegle (Kaw).

VET INT: 1. Bryan Daniel (Hon); 2. Bill Rohde (Yam); 3. Brad Diez (Yam); 4. Stephen Watson (Kaw); 5. Gary Harada (Kaw).

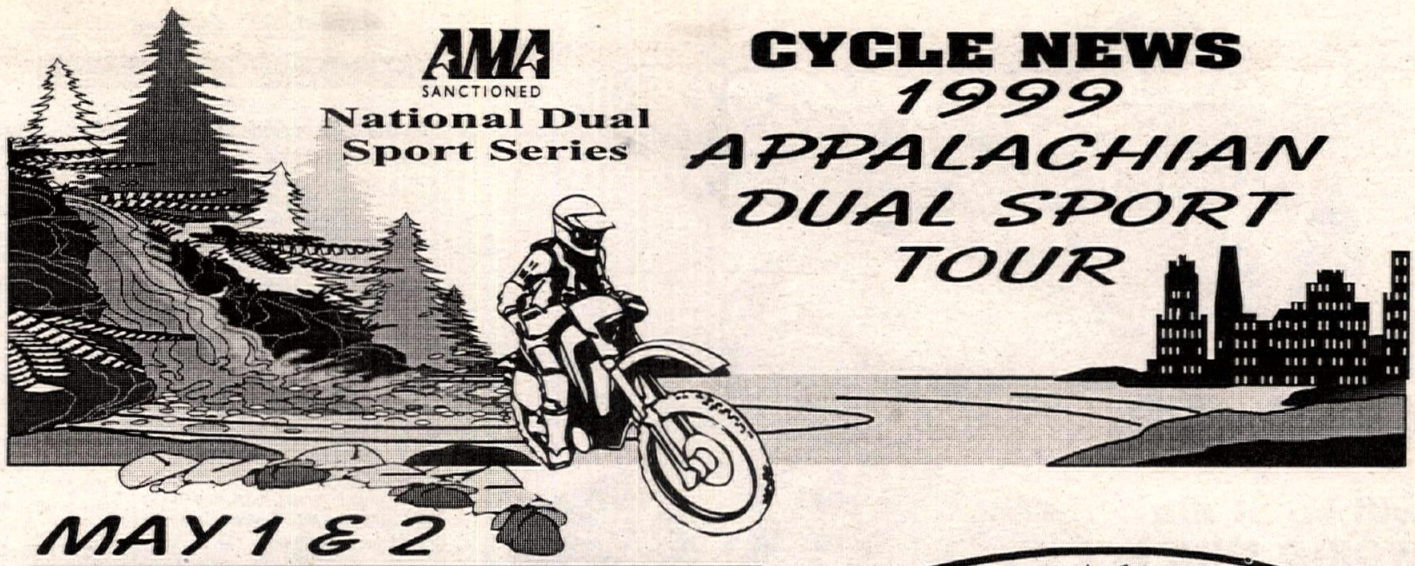
40+ JR: 1. Jeff Newman (Yam); 2. Mitch Evans (Kaw); 3. Tim Williams (Kaw).

40+ INT: 1. Dan Dilkey (Yam); 2. Greg Blackwell (Hon); 3. Scott Mays (KTM).

40+ EX: 1. Mark Hall (Yam); 2. Dennis Boulware (Yam); 3. Gary Scott (Yam).

40+ MSTR: 1. Rich Eierstedt (Yam); 2. Willie Amaradio (Yam); 3. Marc Crosby (Kaw); 4. Ron Lawson (Hbg); 5. George Kohler (Kaw).

50+ MSTR: 1. Alan Olson (Yam); 2. Lars Larsson (KTM); 3. Horst Leitner (Yam); 4. Jody Weisel (Yam); 5. George Spearing (Kaw).


MAY 1 & 2

TOUR 1

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**Rank: Challenging to difficult**

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DANIEL BOONE '99

AWARDS
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Iron Butt
Hard Luck
Sportsmanship
DUNLOP Scavenger Hunt - Win 4 Car Tires
ANSWER Poker Run - Win an Answer Riding Jacket
Knucklehead
Annie Oakley (Female Achievement)

Schedule of Events:

| | | |
|---|---|---|
| Friday: | 6-9PM | Registration at Headquarters |
| Saturday: | 7-8:30AM | Registration |
| | 8:30AM | Mandatory Riders' Meeting |
| | 9:30AM | Last Check- Out |
| | | **KTM** Lunch |
| | 6:00PM | Last Check-In |
| | 6:00PM | **CYCLE NEWS/DUNLOP/ANSWER/ SUZUKI** Dinner, Contingency Prizes & Awards. FREE to all 2-Day entrants (Family & Friends welcome for additional fee) |
| Sunday: | 7-8:00AM | Registration |
| | 8:30AM | Mandatory Riders' Meeting |
| | 9:00AM | Last Check-Out |
| | | **KTM** Lunch |
| | 3:00PM | Awards |

**PRE ENTRY FEES**

| | |
|---|---|
| 2-Day Rider: | $80.00 |
| 1-Day Rider: | $40.00 |
| 2-Day Passenger: | $40.00 |
| 1-Day Passenger: | $20.00 |

**ACCOMMODATIONS**
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Castle Inn: 606/256-5156
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**Future Tours**
Mark Your Calendars!!

Tour 2: LORETTA LYNN'S
Hurricane Mills, TN
June 26 & 27

Tour 3: BLACKWATER 200
Davis, WV
July 17 & 18

Tour 4: THE BARN BURNER
Waynesburg, PA
September 18 & 19

**Requirements**

- All Riders MUST be legally licensed; Parental consent required for minors.
- All Bikes MUST be legally licensed for highway use in its state of registration, and MUST be equipped with a USFS-approved spark arrestor and muffling system no louder than 98db(A), measured at 0.5 meters.
- All bikes will be subject to sound testing by the organizer. Testing will be discretionary with the organizer - in other words, if it sounds loud, we'll test it.
- Converted off-road competition machines may still be used provided they are properly licensed for street use and comply with the above requirements.
- All Participants MUST be current AMA members. Applications will be available at Registration.
- WE DO NOT PROVIDE MEDICAL INSURANCE, and we urge you NOT to ride a bike without it.
- No Numbers on Bikes.

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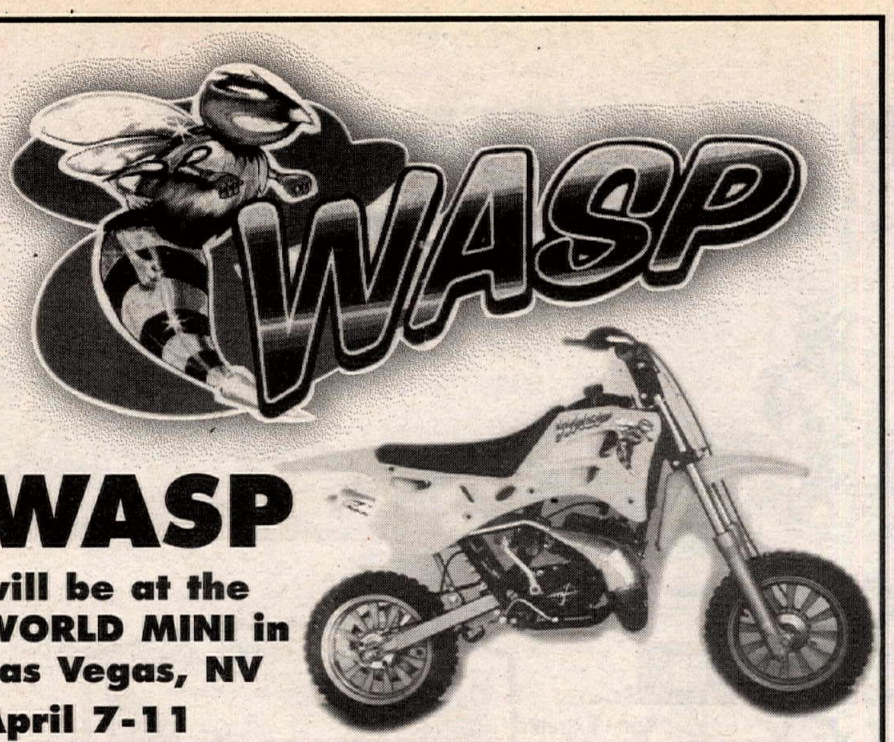
Expect 125 miles the first day and 80 miles the second, with designated gas stops along the route. You will be equipped with a route sheet for roll chart mounting. Our group leaders and sweep crew riders will be on hand for assistance if needed. Your entry includes 2 full days of dual sport adventure, Saturday night dinner, Poker Run entry, Scavenger Hunt entry, and eligibility for our great contingency prizes from our sponsors.

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**CRC 1999 California Race Schedule**

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| | | | |
|---|---|---|---|
| Sunday | Apr. 4 | Golden Bear GP (Tri Race Series) | LACR |
| Sunday | Apr. 11 | CRC Motocross | LACR |
| Sunday | Apr. 18 | CRC Motocross (Tri Race Series) | Edward's AFB |
| Sunday | Apr. 25 | CRC Motocross (Tri Race Series) | LACR |
| Saturday | May 1 | Shamrock GP | LACR |
| Sunday | May 2 | Shamrock GP | LACR |

Sat. Practice Jan. 9 to May. 22 · 9am to 2pm

CRC Info (661) 272-8889
www.netport.com/lacr-crc



**TULARE CYCLE PARK**
Tulare, CA Event Calendar

| | | |
|---|---|---|
| Sat., | Apr. 10 | Open MX Practice (9am - 2pm) |
| Sat., | Apr. 24 | Open MX Practice (9am - 2pm) |
| Sat., | May 8 | Open MX Practice (7am - 12noon) |
| Sat., | May 22 | Open MX Practice (7am - 12noon) |

All minors must be accompanied by a parent or a notarized legal guardian.

INFO (209) 685-0503



ZLT Racing PERRIS CALIFORNIA

Practice and Race Schedule for Perris Raceway

*Effective March 30,1999 thru May 1, 1999*

| | | | |
|---|---|---|---|
| Sat. | Apr., 3 | 8:00am to 2:00pm | |
| Tues. | Apr., 6 | 10:00 to 3:00 Big Bikes | 3:00-dusk Minis |
| Wed. | Apr., 7 | 1:00pm to dusk | |
| Sat. | Apr., 10 | 8:00am to 2:00pm | |
| Sun. | Apr., 11 | 11am to 5pm | |

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| | | | |
|---|---|---|---|
| Thurs., | Apr. 1 | MX Practice | 8am till Dusk |
| Sat., | Apr. 3 | MX Practice | 8am till 2pm |
| Sun., | Apr. 4 | MX Practice | 8am till 4pm |
| Thurs., | Apr. 8 | MX Practice | 8am till Dusk |

*The White Brothers 4-Stroke MX World Championships · April 18, 1999*


# Calendar

Calendar listings are a free service for Cycle News readers and race promoters. All information is the responsibility of the promoter. Calendar listings cannot be accepted over the phone; we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

### FIM World Championship Road Racing Series

4/18 Sepang, Malaysia, Rnd 1
4/25 Motegi, Japan, Rnd 2
5/9 Jerez, Spain, Rnd 3
5/23 Paul Ricard, France, Rnd 4
6/6 Mugello, Italy, Rnd 5
6/20 Catalunya, Spain, Rnd 6
6/26 Assen, Holland, Rnd 7
7/4 Donington, England, Rnd 8
7/18 Sachsenring, Germany, Rnd 9
TBA TBA, Rnd 10
8/22 Brno, Czech Republic, Rnd 11
9/5 San Marino, Rnd 12
9/19 Valencia, Spain, Rnd 13
10/3 Phillip Island, Australia, Rnd 14
10/10 Welkom, South Africa, Rnd 15
10/24 Rio de Janeiro, Brazil, Rnd 16
10/31 Buenos Aires, Argentina, Rnd 17
Info: 011/41-22-950-9500

### FIM World Superbike Series

4/18 Phillip Island, Australia, Rnd 2
5/2 Donington, England, Rnd 3
5/16 Albacete, Spain, Rnd 4
5/30 Monza, Italy, Rnd 5
6/13 Nurburgring, Germany, Rnd 6
6/27 San Marino, Rnd 7
7/11 Monterey, CA, Rnd 8
8/1 Brands Hatch, England, Rnd 9
8/29 A-1 Ring, Austria, Rnd 10
9/5 Assen, Holland, Rnd 11
9/26 TBA, Rnd 12
10/10 Sugo, Japan, Rnd 13
Info: 011/41-22-950-9500

### FIM 500cc World Championship Motocross Series

4/11 Castineau-de-Levis, France, Rnd 1
4/18 Osuna, Spain, Rnd 2
5/2 Schwanenstadt, Austria, Rnd 3
5/16 Castiglione del Lago, Italy, Rnd 4
5/30 Loket, Czech Republic, Rnd 5
6/13 Teutschenthal, Germany, Rnd 6
7/11 Hawkstone Park, England, Rnd 7
7/18 Lucenec, Slovakia, Rnd 8
8/1 Namur, Belgium, Rnd 9
8/8 Folkendange, Luxembourg, Rnd 10
8/22 Uddevalla, Sweden, Rnd 11
8/29 Kouvola, Finland, Rnd 12
9/5 Lierop, Holland, Rnd 13

### FIM 250cc World Championship Motocross Series

4/11 Valkenswaard, Holland, Rnd 3
4/18 Ernee, France, Rnd 4
5/2 Maracay, Venezuela, Rnd 5
5/16 Belo Horizonte, Brazil, Rnd 6
5/30 Foxhill, England, Rnd 7
6/13 Maggiora, Italy, Rnd 8
6/20 St. Jean d'Angely, Europe, Rnd 9
6/27 Kester, Belgium, Rnd 10
7/11 Bramont, Canada, Rnd 11
8/1 Gdynia, Poland, Rnd 12
8/8 Folkendange, Luxembourg, Rnd 13
8/22 Nismes, Belgium, Rnd 14
8/29 Gaildorf, Germany, Rnd 15
9/12 Budds Creek, MD, Rnd 16

### FIM 125cc World Championship Motocross Series

4/11 Indaiatuba, Brazil, Rnd 3
5/2 Bellpuig, Spain, Rnd 4
5/16 Mill, Netherlands, Rnd 5
5/30 Foxhill, England, Rnd 6
6/13 Agueda, Portugal, Rnd 7
6/20 Borgo Maggiore, San Marino, Rnd 8
7/11 Launsdorf, Austria, Rnd 9
7/18 Orahova Vas, Slovakia, Rnd 10
8/8 Roggenburg, Switzerland, Rnd 11
8/22 Haenchen, Germany, Rnd 12
8/29 Jastrebarsko, Croatia, Rnd 13

### FIM Motocross des Nations

9/26 Indaiatuba, Brazil

### FIM World Individual Speedway Championship GP Series

5/8 Prague, Czech Republic, Rnd 1
6/4 Linkoping, Sweden, Rnd 2
7/3 Wroclaw, Poland, Rnd 3
7/31 Coventry, England, Rnd 4
8/28 Bydgoszcz, Poland, Rnd 5
9/25 Vojens, Denmark, Rnd 6
7/18 Poole, Great Britain (Intercontinental Final)
7/25 Wroclaw, Poland (Continental Final)
10/10 Lonigo, Italy (Grand Prix Challenge)

### FIM Trial World C'ship Series

4/17-18 Mons, Belgium
4/24-25 Douglas, Great Britain
5/29-30 Grossheubach, Germany
6/12-13 St. Gilles/Reunion, France
6/26-27 Exeter, RI
7/3-4 Watkins Glen, NY
9/4-5 Biasca, Switzerland
9/11-12 Lavarone, Italy
9/26 Ettelbruck-Warken, Luxembourg

### FIM World Sidecar C'ship

4/18 Kallithea Elassona, Greece
5/16 Jinin, Czech Republic
6/6 Cesis, Latvia
6/13 Jaanikese, Estonia
6/20 Varsseveld, Netherlands
7/4 Lacapelle Marival, France
7/11 Strassbessenbach, Germany
7/25 Rijkevorsel, Belgium
8/1 Chernivtsi, Ukraine
8/8 Kegums, Latvia
9/5 Canada Heights, Great Britain
9/12 Tagerig, Switzerland

### AMA MBNA Superbike Series

4/16-18 Rosamond, CA, Rnd 3
4/23-25 Sonoma, CA, Rnd 4
4/30-5/2 Monterey, CA, Rnd 5
6/4-6 Braselton, GA, Rnds 6 & 7
6/11-13 Elkhart Lake, WI, Rnd 8
6/18-20 Loudon, NH, Rnd 9
7/16-18 Lexington, OH, Rnd 10
7/30-8/1 Brainerd, MN, Rnd 11
9/17-19 Fountain, CO, Rnd 12
10/1-3 Las Vegas, NV, Rnd 13
Info: 614/856-1900

### AMA Drag Specialties Grand National Dirt Track Series

5/8 Hagerstown, MD, Rnd 2
5/22 Harrington, DE, Rnd 3
5/30 Springfield, IL, Rnd 4
6/11 Plymouth, WI, Rnd 5
6/19 Mineralwells, WV, Rnd 6
6/26 Lima, OH, Rnd 7
7/3 Indianapolis, IN, Rnd 8
7/10 Joliet, IL, Rnd 9
7/17 Oklahoma City, OK, Rnd 10
7/24 Du Quoin, IL, Rnd 11
7/31 Rossburg, OH, Rnd 12
8/7 Lake Odessa, MI, Rnd 13
8/11 Rapid City, SD, Rnd 14
8/15 Peoria, IL, Rnd 15
8/21 Hagerstown, MD, Rnd 16
8/28 Sedalia, MO, Rnd 17
9/5 Springfield, IL, Rnd 18
9/11 Dallas, TX, Rnd 19
9/18 Sacramento, CA, Rnd 20
10/2 Las Vegas, NV, Rnd 21
10/10 Del Mar, CA, Rnd 22
Info: 614/856-1900

### AMA Toyota Trucks U.S. Supercross Series

4/10 Pontiac, MI, Rnd 13
4/17 New Orleans, LA, Rnd 14
4/24 Indianapolis, IN, Rnd 15
5/1 Las Vegas, NV, Rnd 16
Info: 630/566-6100

### AMA Mazda Trucks National Motocross Series

5/9 San Bernardino, CA, Rnd 1
5/16 Sacramento, CA, Rnd 2
5/30 Mount Morris, PA, Rnd 3
6/13 Southwick, MA, Rnd 4
6/20 Budds Creek, MD, Rnd 5
7/4 Buchanan, MI, Rnd 6
7/18 New Berlin, NY, Rnd 7
7/25 Troy, OH, Rnd 8
8/1 Washougal, WA, Rnd 9
8/15 Millville, MN, Rnd 10
8/29 Binghamton, NY, Rnd 11
9/5 Delmont, PA, Rnd 12
Info: 614/856-1900

### AMA Georgia C'ship MX Series

4/11 Roberta, GA, Rnd 4
4/25 Bremen, GA, Rnd 5
5/1-2 Dalton, GA, Rnd 6
5/16 Macon, GA, Rnd 7
9/26 Macon, GA, Rnd 8
10/3 Reynolds, GA, Rnd 9
10/10 Roberta, GA, Rnd 10
10/24 Bremen, GA, Rnd 11
11/7 Dalton, GA, Rnd 12
Info: 912/788-0413 or 706/278-1620

### AMA Acerbis National Enduro Series

5/16 Wellston, OH, Rnd 5
5/29 McArthur, OH, Rnd 6*
6/5 Idaho City, ID, Rnd 7*
6/6 Idaho City, ID, Rnd 8*
6/19 Hurricane Mills, TN, Rnd 9*
6/20 Hurricane Mills, TN, Rnd 10*
7/25 Akeley, MN, Rnd 11
8/22 Indian River, MI, Rnd 12
9/26 New Waverly, TX, Rnd 13
10/31 Delaware City, DE, Rnd 14
*Indicates ISDE Qualifier
Info: 614/856-1900

### AMA National Hare & Hound Series

4/10 Jericho, UT, Rnd 4
4/25 Johnson Valley, CA, Rnd 5
6/26 TBA/Nevada, Rnd 6
10/24 Lucerne Valley, CA, Rnd 7
Info: 614/856-1900

### AMA National Hare Scrambles Series

4/11 Hurricane Mills, TN, Rnd 3
4/18 Redding, CA, Rnd 4
6/27 Ottawa, IL, Rnd 5
7/4 Chelsea, VT, Rnd 6
7/18 Kahoka, MO, Rnd 7
8/29 Millfield, OH, Rnd 8
10/3 Lynnville, IN, Rnd 9
Info: 614/856-1900

### AMA/District 36 Vintage/ Veteran Dirt Track Series

4/10 Lodi, CA, Rnds 9, 10
4/11 Lodi, CA, Rnds 11, 12
4/17 Lodi, CA, Rnds 13, 14
4/24 Lodi, CA, Rnds 15, 16
5/8 Lodi, CA, Rnds 17, 18
5/15 Lodi, CA, Rnds 19, 20
5/22 Lodi, CA, Rnds 21, 22
6/5 Lodi, CA, Rnds 23, 24
6/12 Lodi, CA, Rnds 25, 26
6/19 Lodi, CA, Rnds 27, 28
6/26 Lodi, CA, Rnds 29, 30
7/10 Lodi, CA, Rnds 31, 32
7/17 Lodi, CA, Rnds 33, 34
7/24 Lodi, CA, Rnds 35, 36
8/14 Lodi, CA, Rnds 37, 38
8/21 Lodi, CA, Rnds 39, 40
9/11 Lodi, CA, Rnds 41, 42
9/18 Lodi, CA, Rnds 43, 44
10/9 Lodi, CA, Rnds 45, 46
10/16 Lodi, CA, Rnds 47, 48
10/23 Lodi, CA, Rnds 49, 50
Info: 209/368-7809

### AMA/District 36 Amateur/ Youth Dirt Track Series

4/10 Lodi, CA, Rnds 9, 10
4/11 Lodi, CA, Rnds 11, 12
4/17 Lodi, CA, Rnds 13, 14
4/24 Lodi, CA, Rnds 15, 16
5/8 Lodi, CA, Rnds 17, 18
5/15 Lodi, CA, Rnds 19, 20
5/22 Lodi, CA, Rnds 21, 22
6/5 Lodi, CA, Rnds 23, 24
6/12 Lodi, CA, Rnds 25, 26
6/19 Lodi, CA, Rnds 27, 28
6/26 Lodi, CA, Rnds 29, 30
7/10 Lodi, CA, Rnds 31, 32
7/17 Lodi, CA, Rnds 33, 34
7/24 Lodi, CA, Rnds 35, 36
8/14 Lodi, CA, Rnds 37, 38
8/21 Lodi, CA, Rnds 39, 40
9/11 Lodi, CA, Rnds 41, 42
9/18 Lodi, CA, Rnds 43, 44
10/9 Lodi, CA, Rnds 45, 46
10/16 Lodi, CA, Rnds 47, 48
10/23 Lodi, CA, Rnds 49, 50
Info: 209/833-0639

### AMA National Amateur Motocross Series

**Northeast Area Qualifiers**
4/10-11 Newburg, PA
4/17-18 Danville, VA
4/24-25 Delmont, PA
5/1-2 Mapleview, NY
5/8-9 Armaugh, PA

**Northeast Amateur Regional**
6/19-20 Binghamton, NY

Northeast Youth Regional
6/26-27 Auburn, NY

**Southeast Area Qualifiers**
4/3-4 Sanford, NC
4/10-11 Roberta, GA
4/17-18 Albertville, AL
5/15-16 Macon, GA

**Southeast Amateur Regional**
6/12-3 Society Hills, SC

**Southeast Youth Regional**
6/19-20 Chatsworth, GA

**Mideast**
4/17-18 McArthur, OH
4/24-25 Akron, IN
5/1-2 Buchanan, MI
5/15-16 Millington, MI
5/15-16 Mitchell, IN
5/22-23 Sugar Grove, OH
5/22-23 Leitchfield, KY

**Mideast Amateur Regional**
6/26-27 Bloomington, MI

**Mideast Youth Regional**
6/12-13 Millfield, OH

**North Central Area Qualifiers**
4/4-5 Hawk Point, MO
4/17-18 Merwin, MO
5/1-2 Hoopeston, IL
5/8-9 Casey, IL
5/15-16 Nashville, IL
5/22-23 Denmark, WI

**North Central Amateur**
6/12-13 Lake Geneva, WI

**North Central Youth**
6/26-27 Lowes, KY

**South Central**
4/3-4 Highlands, TX
4/10-11 Fort Worth, TX
4/10-11 Magnolia, AR
4/17-18 Merwin, MO
5/1-2 Moriarty, NM
5/8-9 Craig, CO
5/22-23 Stillwater, OK

**South Central Amateur**
6/19-20 Fort Worth, TX

**South Central Youth**
6/12-13 Magnolia, AR

**Southwest**
5/1-2 Moriarty, NM
5/8-9 Craig, CO
5/22-23 Cedar City, UT

**Southwest**
6/19-20 San Bernardino, CA

**Northwest**
4/25 Roseburg, OR
5/23 Washougal, WA
**Northwest**
6/12-13 Washougal, WA
Info: 614/856-1900

### AMA/District 37
### Grand Prix Big 6 Series
4/10-11 Twentynine Palms, CA
5/1-2 Palmdale, CA
10/2-3 Glen Helen, CA
11/6-7 Gorman, CA
Info: 562/423-1889 or 818/352-7085

### AMA/District 37
### Dual Sport Ride Series
4/18 Cantil, CA
5/1-2 Newhall, CA
5/16 Mojave, CA
7/17-18 Bass Lake, CA
7/24-25 Sequoia National Forest, CA
7/31-8/1 Mammoth Lakes, CA*
8/14-15 Big Bear Lake, CA
9/25-26 Ridgecrest, CA
9/11-12 Bass Lake, CA
10/3 Silverwood Lake, CA
10/16-17 Mesquite, NV*
11/6-7 Ridgecrest, CA
11/14 San Bernardino, CA
* National Trail Ride Series Events
Info: 818/249-2141 (3,1)

### AMA Prostar
### National Drag Racing Series
4/24-25 Columbus, OH, Rnd 3
6/5-6 Rockingham, NC, Rnd 4
7/9-11 Chicago, IL, Rnd 5
8/13-15 Indianapolis, IN, Rnd 6
9/10-12 Atco, NJ, Rnd 7
11/12-14 Gainesville, FL, Rnd 8
Info: 256/852-1101

### AMA Prostar
### Regional Drag Racing Series
10/16-17 Houston, TX
Info: 256/852-1101

### AMA Prostar West
### Drag Racing Series
4/10 Bakersfield, CA, Rnd 2
6/26 Phoenix, AZ, Rnd 3
8/21 Salt Lake City, UT, Rnd 4
10/9-10 Phoenix, AZ, Rnd 5
Info: 256/852-1101

### AMA Texas Championship
### Hare Scrambles Series
4/11 Brune's Mill, TX, Rnd 6
4/25 San Antonio, TX, Rnd 7
5/23 Montgomery, TX, Rnd 8
6/6 Walnut Creek, TX, Rnd 9
8/29 Altair, TX, Rnd 10
9/19 Fort Hood, TX, Rnd 11
10/3 Altair, TX, Rnd 12
10/17 Rockne, TX, Rnd 13
11/7 Fort Hood, TX, Rnd 14
Info: 409/732-9171 or
http://www.flash.net/~tchss.

### AMA Grand National
### Cross Country Series
4/10-11 Hurricane Mills, TN, Rnd 4
4/24-25 Clarksburg, WV, Rnd 5
5/8-9 Manahawking, NJ, Rnd 6
5/22-23 Brownsville, PA, Rnd 7
6/5-6 Boyer, PA, Rnd 8
7/10-11 Fairmont, WV, Rnd 9
8/28-29 Millfield, OH, Rnd 10
9/25-26 Mount Morris, PA, Rnd 11
10/9-10 Lisbon, OH, Rnd 12
10/23-24 Crawfordsville, IN, Rnd 13
Info: 304/284-0084

### AMA/District 7
### Hare Scrambles C'ship Series
4/18 Rawlings, MD
4/25 St. Georges, DE
5/2 Budds Creek, MD
6/27 Rawlings, MD
7/25 Budds Creek, MD
8/22 Budds Creek, MD
10/10 Budds Creek, MD
Info: 410/792-7200

### AMA Four Corners MX Series
4/17-18 Aztec, New Mexico
4/25 Mancos, Colorado
5/16 Mancos, Colorado
5/23 Aztec, New Mexico
6/13 Mancos, Colorado
6/27 Aztec, New Mexico
7/11 Mancos, Colorado
7/25 Aztec, New Mexico
8/8 Mancos, Colorado
8/29 Aztec, New Mexico
9/5 Mancos, Colorado
9/26 Aztec, New Mexico
10/10 Aztec, New Mexico
Info: 800/720-MOTO or 970/533-9747

### AMA/District 25 Rocky
### Mountain MX Spring Series
4/18 Brush, CO*
4/25 Milliken, CO
5/8-9 Craig, CO
5/23 Milliken, CO
5/30 Brush, CO
6/6 Erie, CO*
**Summer Series**
6/13 Craig, CO
6/27 Watkins, CO*
7/18 Erie, CO
8/8 Erie, CO
8/22 Watkins, CO
9/5 Craig, CO
9/12 Brush, CO
9/19 Milliken, CO*
10/2-3 Craig, CO*
* District 25 state championship series
Info: 303/271-0190 or http://www.rmxa.com

### AMA/District 34
### Family Motocross Series
4/11 Walden, NY
4/18 Modena, NY
4/25 Claverack, NY
5/2 Modena, NY
5/9 Walden, NY
5/16 Claverack, NY
5/23 Monticello, NY
5/30 Modena, NY
6/6 Modena, NY
6/13 Walden, NY
6/20 Monticello, NY
6/27 Modena, NY
7/4 Modena, NY
7/11 Monticello, NY
7/25 Walden, NY
8/1 Monticello, NY
8/8 Claverack, NY
8/15 Modena, NY
8/22 Walden, NY
9/5 Modena, NY
9/12 Claverack, NY
9/19 Walden, NY
9/26 Modena, NY
10/3 Modena, NY
10/10 Modena, NY
10/17 Walden, NY
10/24 Modena, NY
10/31 Walden, NY
11/7 Modena, NY
11/14 Modena, NY
Info: 518/828-6149

### AMA Southern California
### MX Championship Series
5/7-8 Glen Helen, CA, Rnd 1
6/5-6 Kernville, CA, Rnd 2
6/20 Hungry Valley, CA, Rnd 3
7/11 Hungry Valley, CA, Rnd 4
7/18 Palmdale, CA, Rnd 5
8/1 Glen Helen, CA, Rnd 6
8/8 San Jacinto, CA, Rnd 7
8/15 Glen Helen, CA, Rnd 8
8/22 Palmdale, CA, Rnd 9
9/5 Piru, CA, Rnd 10
Info: 805/589-9265

### AMA Tecnosel Carolina
### Ultra Motocross Series
4/11 Forest City, NC
5/9 Forest City, NC
5/16 Chesterfield, SC
5/22-23 Society Hill, SC
5/30 Iron Station, NC
6/27 Iron Station, NC
8/29 Iron Station, NC
9/19 Danville, VA
10/30-31 Society Hill, SC
Info: 423/323-5497

### AMA Pro-Am Mega MX Series
4/17-18 Danville, VA, Rnd 4
4/25 Wytheville, VA, Rnd 5
5/1-2 Blountville, TN, Rnd 6
5/22-23 Society Hill, SC, Rnd 7
6/5-6 Blountville, TN, Rnd 8
7/3-4 London, KY, Rnd 9
7/11 Wytheville, VA, Rnd 10
7/17-18 Blountville, TN, Rnd 11
9/5 London, KY, Rnd 12
9/12 Blountville, TN, Rnd 13
9/25-26 Pigeon Forge, TN, Rnd 14
10/3 London, KY, Rnd 15
10/15-17 Blountville, TN, Rnd 16
Info: 423/323-5497

### AMA/NATC National
### Observed Trials
### Championship
4/10-11 Munster, TX
4/17 Temecula, CA
4/18 El Trial de España
5/22-23 Salida, CO
5/29-30 Washougal, WA
6/19 Lock Haven, PA
6/20 Williamsonburg, PA
8/21-22 Ute Cup/Sargent, CO
8/28-29 Casper, WY

### AMA/Suzuki Dual Sport
### Trail Ride Series
4/17-18 Altair, TX
5/1-2 Renfro Valley, KY
5/22-23 McArthur, OH
6/5-6 Mill Hall, PA
6/5-6 Lesterville, MO
6/12-13 Loudon, NH
6/19-20 Hurricane Mills, TN
7/17-18 Davis, WV
7/25-30 Newberry, MI
7/31-8/1 Berkshire, NY
7/31-8/1 Mammoth Lakes, CA
9/11-12 Golden Pond, KY
9/18-19 Elizabeth, WV
9/25-26 Columbus, IN
10/2-3 Woodstock, VA
10/9-10 Angels Camp, CA
10/16-17 McArthur, OH
10/16-17 St. George, UT
10/23-24 Saucier, MS
10/30-31 Terlingua, TX
11/26-27 Los Angeles, CA
Info: 614/856-1900

### AMA U.S. Eastern
### Motocross Spring Series
4/11 Elizabeth City, NC
4/25 Axton, VA
5/2 East Bend, NC
5/9 Dillwyn, VA
5/16 Danville, VA
Info: 804/724-4392

### AMA Ballzee Grand C'ship
### Motocross Series
6/27 Axton, VA
7/18 Danville, VA
7/25 Reidsville, NC
8/1 Axton, VA
8/8 Danville, VA
Info: 804/724-4392

### AMA U.S. Eastern
### Motocross Fall Series
9/5 Dillwyn, VA
9/18 Danville, VA
9/26 East Bend, NC
10/3 Reidsville, NC
10/10 Elizabeth City, NC
10/17 Sanford, NC
10/24 Danville, VA
10/31 Axton, VA
11/7 Dillwyn, VA
Info: 804/724-4392

### Sound of Thunder
### Four-Stroke Motocross Series
**Southwestern**
4/18 San Bernardino, CA
7/3-4 Hollister, CA
**Pacific Northwest**
7/10-11 Yakima, WA
7/18 Sandy, OR
8/7-8 Albany, OR
**Central States**
6/5-6 Denver, CO
8/12 Ponca City, OK
**Final Event**
9/11-12 Donner Ranch, Lake Tahoe, CA
Info: 530/221-0912

### SERA Hare Scrambles Series
6/27 Lawrenceburg, TN
7/25 Maplesville, AL
9/25 Hattiesburg, MS
10/10 Fort Polk, LA
11/21 Meridian, MS
1/2 Saucier, MS
1/16 Maplesville, AL
2/6 Meridian, MS
Info: 601/763-7427

### SERA Enduro Series
5/2 Wiggins, MS
5/16 Saucier, MS
5/30 Clanton, AL
6/13 Laurel, MS
6/20 Fort Polk, LA
8/8 Breezy Hill, LA
8/29 Little Rock, AR
9/12 Rockford, AL
9/26 Hattiesburg, MS
11/7 Maplesville, AL
Info: 205/980-5191

### AHRMA/Progressive
### Suspension Historic Cup
### Road Race Series
4/3-4 Rosamond, CA
4/17-18 Sonoma, CA
6/5-6 Elkhart Lake, WI
6/19-20 Grattan, MI
7/10-11 Lexington, OH
8/14-15 South Haven, MI
9/18 Park City, UT
10/2-3 Talladega, AL
10/23-24 Kershaw, SC
Info: 715/842-9699

### AHRMA/Speed & Sport
### Vintage Motocross Series
4/18 Sonoma, CA
5/15 Bremen, GA
5/1 Casey, IL
6/19 Grattan, MI
7/11 Lexington, OH
7/31 Colorado Springs, CO
8/14 Southwick, MA
8/22 Chehalis, WA
8/28 Thornville, OH
9/19 Park City, UT
9/25 Peoria, IL
10/17 Hollister, CA
11/7 Tulare, CA
Info: 715/842-9699


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50 STK STARTER 4-6*
50 MOD BEG 7-8
50 STK A (EXP) THRU 8
50 STK STARTER 7-8*
50 MOD BEG 4-6
50 STK BEG 7-8
JR 50/PW50 4-6
JR 50/PW50 7-8
50 MOD A (EXP) THRU 8
50 STK BEG 4-6
50 STK B (NOV) THRU 8
50 MOD B (NOV)THRU 8
SUPER PEE WEE

GATES OPEN @ 2:00 PM
PRACTICE @ 5:00 PM
RACING @ 6:15 PM

CLASSES - MAIN TRACK

| | | |
|---|---|---|
| 50 PEE WEE STK | 125 BEG | ENTRY FEES: |
| 50 PEE WEE MOD | 125 NOV | $25 with Starwest License |
| SUPER PEE WEE | 125 INT | $30 without License |
| 60 JR CYCLE 6-8 | 250 BEG | Pros: $35 w/Starwest License |
| 60 JR CYCLE 9-11 | 250 NOV | $40 w/o Lic |
| 80 BEG THRU 11 | 250 INT | |
| 80 BEG 12-16 | 30+ BEG | |
| 80 THRU 11 | 30+ NOV | |
| 80 12-13 | 30 + INT | |
| 80 14-16 | 40 + | |
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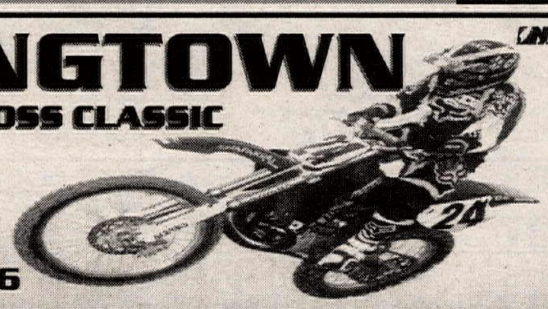

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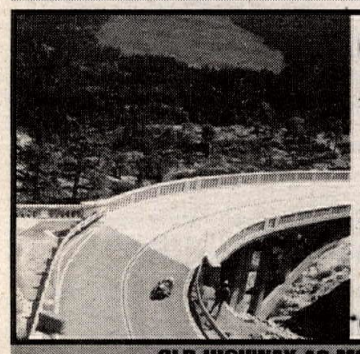

**OLD HIGHWAY 40 MOTORCYCLE DAYS AT DONNER SKI RANCH AUGUST 14 & 15**

- *4TH Annual Pavement Hillclimb Championship* (3 miles, 37 turns, 1088' ascent)
- *2nd Annual Dirt Hillclimb Championship* (650' long hill, ski lift assisted spectator access)
- *2nd Annual Geoff Aaron's Invitational Supertrials* (10 of the worlds best trials riders)
- *Round 2 of the Super TT Triple Crown Series* (dirt bikes duel it out on a 1/2 dirt, 1/2 street course)
- *Thunder Press Battle Trax* (run what you brung, and see who corners best)

**(530)426-3635 www.donnerskiranch.com**

**OLD HIGHWAY 40 MOTORCYCLE DAYS AT DONNER SKI RANCH AUGUST 14-15**

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MAY 7-SEPTEMBER 3

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SEE THE FASTEST SPEEDWAY RACERS IN THE COUNTRY, BATTLE IT OUT FOR A $10,000 PURSE ON ALCOHOL POWERED 500cc MOTORCYCLES WITH NO BRAKES!

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**THE SACRAMENTO MILE SEPTEMBER 18**

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# Calendar

Calendar listings are a free service for Cycle News readers and race promoters. All information is the responsibility of the promoter. Calendar listings cannot be accepted over the phone; we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

### AHRMA/Classic Bike Magazine Dirt Track Series
4/2 Rosamond, CA
5/30 Port Royal, PA
6/6 Indianapolis, IN
6/11 Cumberland, MD
7/4 Athens, OH
7/9 Ashland, OH
7/24 Weedsport, NY
8/1 Joliet, IL
9/4 Castle Rock, WA
9/10 Lavonia, GA
9/11 Savannah, GA
9/17 Heber, UT
9/24 Peoria, IL
9/26 Peoria, IL
10/9 Del Mar, CA
Info: 715/842-9699

### AHRMA/Speed & Sport Vintage Trials Series
4/4 Rosamond, CA
4/17 Sonoma, CA
4/25 Ridgedale, MO
5/16 Bremen, GA
5/2 Casey, IL
6/6 Santa Cruz, CA
6/20 Grattan, MI
7/10 Lexington, OH
8/1 Colorado Springs, CO
8/21 Chehalis, WA
9/16 Park City, UT
9/26 Peoria, IL
10/2 Dickson, TN
10/9 White City, IL
10/16 Hollister, CA
10/30 Monroe, GA
Info: 715/842-9699

### AHRMA National GP Series
4/18 Budds Creek, MD
4/24 Ridgedale, MO
5/16 Bremen, GA
8/29 Thornville, OH
10/10 White City, IL
10/24 Casey, IL
12/19 Brentwood, CA
Info: 715/842-9699

### AHRMA Dixie Cup Regional Road Race Series
10/2-3 Talladega, AL
10/23-24 Kershaw, SC

### AHRMA Masters of the Midwest Regional Road Race Series
6/5-6 Elkhart Lake, WI
6/19-20 Grattan, MI
7/10-11 Lexington, OH
8/14-15 South Haven, MI

### AHRMA Pacific Crown Regional Road Race Series
4/3-4 Rosamond, CA
4/17-18 Sonoma, CA
9/18 Park City, UT

### AHRMA Mid-Atlantic Vintage Motocross Series
4/17 Budds Creek, MD
6/13 Sale Creek, TN
7/31 Axton, VA
8/21 Shippensburg, PA
10/17 Elizabeth, NC
Info: 703/707-8692 or www.vintagemx.com

### AHRMA Midwest Regional Motocross Series
4/17 Bedford, KY
5/22 Casey, IL
6/6 Kansas City, MO
6/19 Grattan, MI
6/26 Indianapolis, IN
7/11 Lexington, OH
8/21 Belding, MI
8/28 Thornville, OH
9/11 Lamoni, IA
9/25 Peoria, IL
10/2 Denmark, WI
10/23 Casey, IL
Info: 515/253-0190 or braken@worldnet.att.net

### AHRMA Northwest Regional Motocross Series
4/18 Sonoma, CA
5/23 Fernley, NV
6/13 Phillipsville, CA
6/27 Eugene, OR
7/18 Carson City, NV
8/22 Chehalis, WA
10/3 Madras, OR
10/17 Hollister, CA
11/7 Tulare, CA
Info: 408/663-4014 or mlight@mbay.net

### AHRMA Northwest Lumberjack Motocross Series
5/23 Fernley, NV
6/13 Phillipsville, CA
6/27 Eugene, OR
8/22 Chehalis, WA
10/3 Madras, OR
Info: 408/663-4014 or mlight@mbay.net

### AHRMA Southeast Regional Motocross Series
4/18 Hohenwald, TN
5/15 Bremen, GA
6/13 Sale Creek, TN
7/17 Bremen, GA
8/15 Steele, AL
9/19 Macon, GA
10/31 Edgefield, SC
11/14 Reddick, FL
Info: 770/986-3213 or kavula_m@mercer.edu

### AHRMA Southeast Regional Trials Series
4/17 Hohenwald, TN
5/16 Bremen, GA
7/17 Bremen, GA
9/18 Macon, GA
10/2-3 Dickson, TN
10/31 Monroe, GA
Info: 334/826-1969

### AHRMA H&H KTM Southeast Grand Prix Series
4/17 Hohenwald, TN
5/16 Bremen, GA
9/18 Macon, GA
10/3 Lookout Mountain, GA
Info: 770/986-3213 or kavula_m@mercer.edu

### AHRMA Southwest Regional Motocross Series
4/11 Gorman, CA
5/16 San Bernardino, CA
8/15 Big Bear, CA
9/12 Gorman, CA
10/3 Perris, CA
11/7 Tulare, CA
11/21 Phoenix, AZ
Info: 714/965-0660

### AHRMA Western Regional Dirt Track Series
4/2 Rosamond, CA
4/10 Livermore, CA
4/25 Lodi, CA
5/15 Hanford, CA
5/30 Oroville, CA
7/17 Carson City, NV
7/25 Barona, CA
8/8 Hollister, CA
8/22 Lodi, CA
8/28 Brentwood, CA
9/6 Lancaster, CA
10/2 Maderas, OR
10/23-24 Tulare, CA
Info: 818/992-5343

### AHRMA Western Regional Trials Series
4/4 Willow Springs, CA
4/17 Sears Point, CA
5/23 Fernley, NV
6/6 Santa Cruz, CA
8/21 Chehalis, WA
9/16 Park City, UT
10/16 Hollister, CA
Info: 916/967-0262

### AHRMA Michigan MX Series
5/2 Millington, MI
5/16 Portland, MI
6/6 Buchanan, MI
6/27 Battle Creek, MI
7/11 Midland, MI
7/25 Stanton, MI
8/8 Coldwater, MI
9/6 Millington, MI
9/19 Marlette, MI
10/3 Bloomingdale, MI
10/17 Buchanan, MI
Info: 248/620-1926

### AHRMA Vintage MX Series
4/11 Merwin, MO
5/16 Moberly, MO
5/23 Niangua, MO
6/13 Eldorado Springs, MO
9/19 Hawk Point, MO
10/17 Jonesboro, IL
11/7 Greenwood, MO
Info: 816/767-8641

### VDTRA/All-Stars Flat Track Racing Series
4/17 Boyd, TX
5/22-23 Erie, CO
6/11-12 Wichita, KS
6/26 Monett, MO
7/18 Oklahoma City, OK
7/31 Sheridan, WY
8/1 Sheridan, WY
8/9 Stockton, KS
8/10 Stockton, KS
8/12 Sturgis, SD
8/13 Sturgis, SD
8/14 Sturgis, SD
8/27 Spokane, WA
8/28 Spokane, WA
9/4 Casper, WY
9/5 Casper, WY
9/18 Ruidoso, NM
9/19 Ruidoso, NM
Info: 719/541-2741

### Best In The Desert Racing Association Silver State Series
4/16-17 Tonopah, NV, Rnd 2
6/25-27 Mesquite, NV, Rnd 3
9/30-10/3 Las Vegas, NV, Rnd 4
12/3-5 Pahrump, NV, Rnd 5
Info: 702/457-5775 or http://www.bitd.com

### District 36 Northern California Enduro Series
4/17 Upper Lake, CA, Rnd 3
4/25 Long Barn, CA, Rnd 4
5/2 Georgetown, CA, Rnd 5
10/17 Stonyford, CA, Rnd 6
10/24 Elkins Flat, CA, Rnd 7
10/31 Redding, CA, Rnd 8
11/6 Upper Lake, CA, Rnd 9
11/14 Stonyford, CA, Rnd 10

### Mid-Atlantic Vintage Trials
5/15-16 Toronto, OH
6/6 Monrovia, MD
8/7 Toronto, OH
9/12 Lock Haven, PA
10/3 Williamsport, PA
10/30 Middletown, PA
Info: 410/775-7209

### STRA Championship Series
4/24-25 Cleveland, GA
6/5-6 Resaca, GA
8/7-8 Shooting Creek, NC
9/11-12 Gadsden, AL
10/2-3 Dickson, TN
10/9-10 Monroe, GA
10/23-24 Sequatchie, TN
11/6-7 Clermont, GA
12/4-5 Millerville, AL
http://www.avana.net/~japi/STRA/index.htm

### KORR Hare Scrambles Series
4/11 Sterling, KS
5/16 Wichita, KS
9/12 Wichita, KS
10/3 Sterling, KS
11/14 Marion, KS
11/21 Wichita, KS
Info: 316/942-6527

### KORR Spring Motocross Series
4/25 Marion, KS
5/2 Wichita, KS
5/15 Wichita, KS
6/5 Wichita, KS
6/6 Inman, KS
6/20 Marion, KS
6/27 Sterling, KS
Info: 316/942-6527

### KORR Fall Motocross Series
7/10 Wichita, KS
7/11 Marion, KS
8/8 Sterling, KS
8/29 Wichita, KS
9/11 Wichita, KS
9/19 Marion, KS
9/26 Inman, KS
10/10 Wichita, KS
10/24 Marion, KS
11/7 Beaver, KS
12/12 Sterling, KS
Info: 316/942-6527

### ATM Motocross Series
4/11 Warrior, AL, Rnd 5
4/25 Tupelo, MS, Rnd 6
5/2 Steele, AL, Rnd 7
5/16 Chattanooga, TN, Rnd 8
Info: 205/681-8317

### KTMXA Motocross Series
4/17 Murray, KY
4/25 Draffenville, KY
5/1 Draffenville, KY
5/16 White Plains, KY
5/23 Milan, TN
6/12 Draffenville, KY
6/18 Murray, KY
7/3 Atwood, TN
7/10 Draffenville, KY
7/17 Atwood, TN
8/7 Atwood, TN
8/22 Dyersburg, TN
8/29 White Plains, KY
9/4 Paris, TN
9/18 Paris, TN
9/26 Draffenville, KY
10/2 Paris, TN
10/10 Draffenville, KY
10/16 Murray, KY
10/24 Milan, TN
10/31 White Plains, KY
Info: 901/642-0511

### International Old-Timers Motocross Series
4/10-11 Idaho Falls, ID, Rnd 2
5/1-2 Marysville, CA, Rnd 3
5/29-30 Richland, WA, Rnd 4
6/19-20 Boise, ID, Rnd 5
7/3-4 Bellingham, WA, Rnd 6
7/24-25 Albany, OR, Rnd 7
9/4-5 Fernley, NV, Rnd 8
9/18-19 Edmonton, AB, Canada, Rnd 9
10/23-24 Lake Elsinore, CA, Rnd 10
TBA Las Vegas, NV, Rnd 11
Info: 253/840-0466 or www.seanet.com/~russr

### Women's MX League Series
4/11-16 Johnstown, CO
4/16-17 Johnstown, CO
5/8 San Bernardino, CA
5/15 Sacramento, CA
6/19 Budds Creek, MD
6/27 Mammoth, CA
7/31 Washougal, WA
8/2-7 Nashville, TN
8/28 Binghamton, NY
Info: 949/837-2206

### North American Sport Bike Series
5/1-2 Elkhart Lake, WI
5/22-23 Summit Point, WV
8/14-15 Topeka, KS
9/4-5 Loudon, NH
10/22-24 Daytona Beach, FL
Info: 828/684-4297

### Formula USA Road Race Series
7/17-18 Portland, OR
8/27-29 Long Pond, PA
Info: 530/582-1061

### AMP/GFI Spring MX Series
4/18 Hollister, CA, Rnd 2
4/25 Tracy, CA, Rnd 3
5/2 La Grange, CA, Rnd 4
5/23 Hollister, CA, Rnd 5
5/30 Turlock, CA, Rnd 6
Info: 209/656-9682

### GFI Spring Motocross Series
4/18 Moreno Valley, CA
4/25 Perris, CA
5/16 San Jacinto, CA
Info: 909/653-4042

### GFI Memorial Day Extravaganza
5/31 Perris, CA
Info: 909/653-4042

### GFI Night Motocross Series
5/29 Moreno Valley, CA
6/5 Moreno Valley, CA
6/12 San Bernardino, CA
6/19 Moreno Valley, CA
7/10 San Bernardino, CA
7/17 San Bernardino, CA
7/24 San Bernardino, CA
8/14 Moreno Valley, CA
8/21 San Bernardino, CA
8/28 Moreno Valley, CA
Info: 909/653-4042

### GFI/Team Green Youth Nationals
7/3 San Bernardino, CA
7/4 San Bernardino, CA
Info: 909/653-4042

### GFI Elsinore Grand Prix
11/13 Lake Elsinore, CA
11/14 Lake Elsinore, CA
Info: 909/653-4042

### GFI Fall Motocross Series
9/12 Perris, CA
9/19 Moreno Valley, CA
9/26 San Bernardino, CA
10/10 Lake Elsinore, CA
10/24 San Bernardino, CA
Info: 909/653-4042

### Northwest Regional MX Series
4/18 Sonoma County, CA, Rnd 4
5/23 Fernley, NV, Rnd 5
6/13 Phillipsville, CA, Rnd 6
6/27 Eugene, OR, Rnd 7
7/18 Carson City, CA, Rnd 8
8/22 Chehalis, WA, Rnd 9
10/3 Madras, OR, Rnd 10
10/17 Hollister, CA, Rnd 11
11/7 Tulare, CA, Rnd 12
Info: 408/663-4014

### NMA World Mini Grand Prix
4/7-11 Las Vegas, NV
Info: 562/868-8112

### NMA Ponca City Grand National MX Championship
7/27-31 Ponca City, OK
Info: 562/868-8112

### Branson USA MX Championship
10/1-3 Branson, MO
Info: 909/657-6834

### La Playa Motocross Grand Prix Series
5/16 Rosarito, BC, Mexico, Rnd 2
8/22 Rosarito, BC, Mexico, Rnd 3
10/3 Rosarito, BC, Mexico, Rnd 4
12/5 Rosarito, BC, Mexico, Rnd 5
Info: 011/52-661-22525 or www.toomuchfun.com.mx

### WERA National Endurance Road Race Series
4/17 Talladega, AL, Rnd 1
5/8 South Haven, MI, Rnd 2
5/29 Hampton, GA, Rnd 3
6/12 Faulkville, GA, Rnd 4
6/26 Clermont, IN, Rnd 5
7/31 Summit Point, WV, Rnd 6
8/14 Kershaw, SC, Rnd 7
9/4 Millington, TN, Rnd 8
9/19 College Station, TX, Rnd 9
9/25-26 Rosamond, CA, Rnd 10
TBA Braselton, GA, Rnd 11
Info: 770/924-8404

### WERA National Challenge Road Race Series
4/16-18 Talladega, AL, Rnd 1
5/7-9 South Haven, MI, Rnd 2
5/28-30 Hampton, GA, Rnd 3
6/11-13 Faulkville, GA, Rnd 4
6/24-27 Clermont, IN, Rnd 5
7/30-8/1 Summit Point, WV, Rnd 6
8/13-15 Kershaw, SC, Rnd 7
9/3-5 Millington, TN, Rnd 8
9/17-19 College Station, TX, Rnd 9
Info: 770/924-8404

### WERA Grand National Road Race Finals
TBA Braselton, GA

### WERA Vintage Road Race Series
4/10-11 Henderson, TX
4/10-11 Summit Point, WV
4/24-25 Millington, TN
5/8-9 College Station, TX
5/15-16 Garrettsville, OH
5/22-23 Talladega, AL
5/22-23 Mount Meridian, IN
6/12-13 Grattan, MI
6/19-20 Summit Point, WV
6/24-27 Indianapolis, IN
6/26-27 Henderson, TX
7/10-11 Braselton, GA
7/17-18 College Station, TX
7/24-25 Kershaw, SC
7/24-25 Mount Meridian, IN
8/7-8 Faulkville, GA
8/7-8 South Haven, MI
8/14-15 Garrettsville, OH
8/21-22 Talladega, AL
8/21-22 Hallet, OK
8/28-29 Summit Point, WV
9/4-5 Garrettsville, OH
9/25-26 Mount Meridian, IN
TBA Braselton, GA
Info: 770/924-8404

### WERA Sportsman Road Race Series
**North Central**
4/24-25 Clermont, IN
5/7-9 South Haven, MI
5/22-23 Mount Meridian, IN
6/5-6 Madison, IL
6/12-13 Grattan, MI
6/24-27 Indianapolis, IN
7/10-11 Grattan, MI
7/24-25 Mount Meridian, IN
8/7-8 South Haven, MI
8/21-22 Mount Meridian, IN
9/4-5 Garrettsville, OH
9/25-26 Mount Meridian, IN
**Northeast**
4/10-11 Summit Point, WV
5/15-16 Garrettsville, OH
6/5-6 Garrettsville, OH
6/19-20 Summit Point, WV
6/24-27 Indianapolis, IN
7/24-25 Kershaw, SC
7/30-8/1 Summit Point, WV
8/14-15 Garrettsville, OH
8/28-29 Summit Point, WV
9/4-5 Garrettsville, OH
**Mid-Central**
4/24-25 Millington, TN
5/22-23 Talladega, AL
5/29-30 Hallett, OK
6/5-6 Madison, IL
6/24-27 Indianapolis, IN
7/10-11 Braselton, GA
8/21-22 Hallet, OK
9/3-5 Millington, TN
9/25-26 Mount Meridian, IN
**South Central**
4/10-11 Henderson, TX
5/8-9 College Station, TX
5/29-30 Hallett, OK
6/24-27 Indianapolis, IN
6/26-27 Henderson, TX
7/17-18 College Station, TX
8/21-22 Hallett, OK
9/17-19 College Station, TX
**Southeast**
4/16-18 Talladega, AL
4/24-25 Millington, TN
5/22-23 Talladega, AL
5/28-30 Hampton, GA
6/11-13 Faulkville, GA
6/24-27 Indianapolis, IN
7/10-11 Braselton, GA
7/24-25 Kershaw, SC
8/7-8 Faulkville, GA
8/13-15 Kershaw, SC
8/21-22 Talladega, AL
9/18-19 Faulkville, GA
Info: 770/924-8404

### NETRA C'ship Enduro Series
5/30 Assonet, MA
6/6 Wrentham, MA
6/13 Somers, CT
7/18 Oxford, MA
8/1 West Greenwich, RI
8/8 West Granville, MA
9/19 Windsor, MA
10/17 Chester, CT
10/31 Brimfield, MA
11/7 West Stafford, CT
11/14 Central Village, CT
Info: 860/875-5757

### NETRA Championship Hare Scrambles Series
4/25 Modena, NY
5/16 Fishouse, NY
5/23 Burriville, RI
6/20 Thomaston, CT
6/27 Union, CT
7/4 Chelsea, VT
7/11 Windsor, MA
8/22 Union, CT
9/5 Uxbridge, MA
10/3 Sterling, CT
10/10 Assonet, MA
Info: 860/875-5757

### NETRA Turkey Run Series
5/16 West Greenwich, RI
6/12-13 Loudon, NH
7/11 W. Greenwich, RI
8/15 Chelsea, VT
9/12 North Haverhill, NH
9/26 Wrentham, MA
10/10 Winchendon, MA
10/24 Central Village, CT
Info: 860/875-5757

### NETRA Championship Junior Enduro Series
4/17 Meriden, CT
4/24 Brimfield, MA
5/8-9 Wrentham, MA
5/15 Fishouse, NY
5/22 Burriville, RI
6/19 Thomaston, CT
6/26 Union, CT
7/10 Windsor, MA
7/24 Southampton, MA
8/21 Union, CT
9/11 Mariden, CT
10/9 Assonet, MA
10/16 New Ashford, MA
10/30 Brimfield, MA
11/6 Winchendon, MA
Info: 860/875-5757

### Carolina Ultra Series
4/11 Forest City, NC
5/9 Forest City, NC
5/16 Chesterfield, SC
5/22-23 Society Hill, SC
5/30 Iron Station, NC
6/27 Iron Station, NC
8/29 Iron Station, NC
9/19 Danville, VA
10/30-31 Society Hill, SC
Info: 423/323-5497

### Rocky Mountain Enduro Circuit Series
4/25 Post, TX
5/2 Chadron, NE
5/16 Montrose, CO
5/30 Limon, CO
6/13 Buena Vista, CO
6/27 Upton, WY
7/18 Rand, CO
8/1 Espanola, NM
8/22 Del Norte, CO
9/12 Cloudcroft, NM
11/14 Matador, TX
Info: 307/742-4136

### Midwest Spring Motocross Championship Series
4/4 Grain Valley, MO
4/25 Kingsville, MO
5/16 Merwin, MO
Info: 816/331-6934

### Missouri State Motocross Championship Series
7/10 Kingsville, MO
7/18 Grain Valley, MO
7/31 Billings, MO
8/15 Moberly, MO
9/6 Hawk Point, MO
9/19 Springfield, MO
10/10 Merwin, MO
10/24 Columbia, MO
Info: 417/887-3524

### Arkansas MX Spring Series
4/4 Magnolia, AR
4/25 Donaldson, AR
5/2 Russellville, AR
5/9 Magnolia, AR
5/16 Hot Springs, AR
5/23 Donaldson, AR
Info: 870/342-5162 or 870/342-5373

### Michigan State Fair SX Series
6/12 Hudsonville, MI
6/26 Muskegon, MI
7/9 Muskegon, MI
7/13 Onnekema, MI
7/17 Charlotte, MI
7/20 Marne, MI
7/22 Hastings, MI


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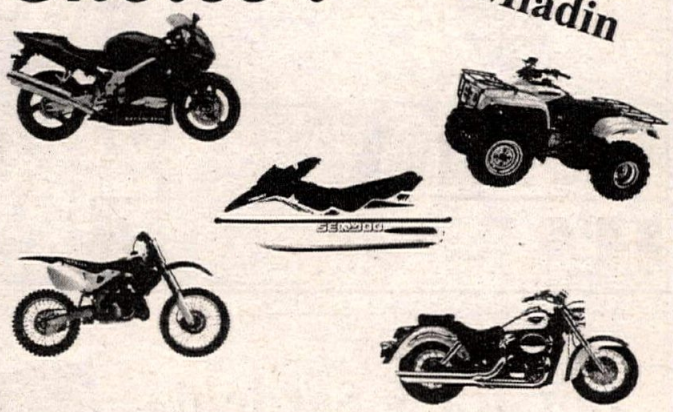

Motorcycle, ATV or Watercraft

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On RAMONA EXPY 3 miles east of I-215
At the LAKE PERRIS FAIR GROUNDS
OPEN RIDING PRACTICE
TUES & THURS 4:30 - 9:30 MOTORCYCLES ONLY
WED - 4:30 - 9:30 MINIS ONLY
SAT & SUN 9AM - 2 PM - ALL SIZE BIKES
PEE WEE TRACK OPEN DURING ALL SESSIONS
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National Motosport Association



CMC Racing 949/367-1141

Gold Rush Series*:
Sun., Apr. 4th Round 3 - Max Track Piru,CA
Sun., Apr. 18th Round 4 - Max Track Piru,CA
*Contingency at selected events
Info: (949) 367-1141 or e-mail SPCMCMX@aol.com
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# Calendar

Calendar listings are a free service for Cycle News readers and race promoters. All information is the responsibility of the promoter. Calendar listings cannot be accepted over the phone; we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

7/25 Sandusky, MI
7/29 Holland, MI
7/30 Ionia, MI
8/10 Coldwater, MI
8/20 Marshall, MI
8/24 Ludington, MI
8/27 Hudsonville, MI
9/18 Muskegon, MI
9/20 Centerville, MI
Info: 616/924-5778

### Missouri-Illinois Trials Association
4/11 White City, IL
5/30 Livingston, IL
6/13 Festus, MO
8/29 Litchfield, IL
9/12 Bismarck, MO
10/10 White City, IL
11/7 Oakdale, IL
Info: 618/362-6568

### CMRRA 50cc/125cc C'ship Road Race Series
4/4 Palomar, CA
5/2 Riverside, CA
6/5-6 Rosamond, CA
7/11 Palomar, CA
8/8 Riverside, CA
9/4-5 Rosamond, CA
10/3 Palomar, CA
11/6-7 Rosamond, CA
12/3-5 Rosamond, CA
Info: 909/674-5357

### WSMC Road Race Series
4/10-11 Rosamond, CA, Rnd 4
5/15-16 Rosamond, CA, Rnd 5
6/19-20 Rosamond, CA, Rnd 6
7/17-18 Rosamond, CA, Rnd 7
8/14-15 Rosamond, CA, Rnd 8
9/18-19 Rosamond, CA, Rnd 9
10/16-17 Rosamond, CA, Rnd 10
11/20-21 Rosamond, CA, Rnd 11
12/18-19 Rosamond, CA, Rnd 12
Info: 805/256-1234

### Great River Road Raceway Motocross Series
4/10 Dyersburg, TN
4/24 Dyersburg, TN
5/9 Dyersburg, TN
7/31 Dyersburg, TN
8/8 Dyersburg, TN
Info: 901/286-6565 or http://www.flybynite.com

### West Coast Flat Track Series
4/24 Perris, CA
6/12 Perris, CA
6/26 San Jose, CA
7/17 Watsonville, CA
Info: 714/529-6054

### West Coast Vintage Flat Track Series
4/10-11 Rosamond, CA
6/13 Temecula, CA
6/26 Ventura, CA
9/19 Sacramento, CA
Info: 661/268-0105

### Galpin Ford Dual Sport Adventure Series
4/11 Gorman, CA, Rnd 3
6/5-6 Lake Isabella, CA, Rnd 4
7/4-9 Redding, CA, Rnd 5
10/8-10 Mammoth Mountain, CA, Rnd 6
10/23-24 Hot Springs, CA, Rnd 7
11/21 Newhall, CA, Rnd 8
Info: 818/701-1913

### Desert Challenge Bikes & ATV Series
4/25 Lake Pleasant, AZ
5/30 Holbrook, AZ
7/4 Cinders, AZ
9/5 Snowflake, AZ
10/17 Sierra Vista, AZ
11/21 Globe, AZ
Info: 602/971-3730

### AMX E-Z Up Dealer Series
4/18 Cottonwood, AZ
4/25 Wittman, AZ
Info: 520/743-7727

### Georgia MX Spring Series
4/18 Edgefield, SC
5/30 Monroe, GA
6/13 Woodbine, GA
Info: 912/475-5711

### Trials Incorporated Championship Trials Series
5/2 Lancaster, OH
6/5-6 Dayton, OH
7/31-8/1 Carrollton, KY
9/18-19 Columbus, IN
10/3 Attica, IN
11/6-7 TBA
Info: 937/299-1501

### American Trials Association
5/16 McCain Valley, CA
6/13-14 Big Bear, CA
Info: 714/562-7742

### STTARS Super TT American Racing Series
**Northwest**
6/12-13 Bremerton, WA
7/17-18 Portland, OR
**Southwest**
4/3-4 Rosamond, CA
6/5-6 Rosamond, CA
6/20 Buttonwillow, CA
10/3 Palomar, CA
12/3-5 TBA
12/12 Buttonwillow, CA
Info: 949/768-4626 or www.supertt.com

### USCRA Vintage Series
5/1-2 Loudon, NH
6/13 Belknap, NH
6/14 Loudon, NH
6/19-20 Loudon, NH
7/23-25 Shubenacadie, Nova Scotia, Canada
8/13-15 Loudon, NH
8/20-22 Mosport, Ontario, Canada
9/6 Loudon, NH
9/27 Loudon, NH
Info: 603/226-5858 or uscra@aol.com

### USRA Desert Series
4/10 Jericho, UT
5/8 Jericho, UT
5/22 Jericho, UT
6/19 Wells, NV
7/21 TBA
8/11 Jericho, UT
8/25 TBA
10/9 Wendover, UT
11/6 Grand Junction, CO
Info: 801/569-1998

### CCS/Florida State Motorcycle Roadracing Championship
4/10-11 Bloomingdale, GA
4/24-25 West Palm Beach, FL
5/30-31 West Palm Beach, FL
6/26-27 Homestead, FL
7/24-25 West Palm Beach, FL
8/21-22 West Palm Beach, FL
9/25-26 West Palm Beach, FL
12/4-5 Homestead, FL*
*double points
Info: 828/684-4297 or www.ccsracing.com

### CCS/Mid-American Motorcycle Roadracing Championship
4/10-11 South Beloit, IL*
5/1 Elkhart Lake, WI**
5/2 Elkhart Lake, WI**
5/22-23 South Beloit, IL
6/12-13 South Beloit, IL
7/10-11 South Beloit, IL
7/31-8/1 South Beloit, IL
8/14-15 Topeka, KS**
8/28-29 Brainerd, MN**
9/25-26 South Beloit, IL*
*double points
**twin sprint weekend
Info: 828/684-4297 or www.ccsracing.com

### CCS/Mid-Atlantic Motorcycle Roadracing Championship
4/24-25 Summit Point, WV
5/22-23 Summit Point, WV
5/29-30 Bloomingdale, GA
6/12-13 Kershaw, SC**
6/26-27 Bloomingdale, GA
7/10-11 Summit Point, WV
7/24-25 Bloomingdale, GA
9/4-5 Bloomingdale, GA
9/18-19 Summit Point, WV
11/6-7 Kershaw, SC*
*double points
**twin sprint weekend
Info: 828/684-4297 or www.ccsracing.com

### CCS/New England Motorcycle Roadracing Championship
4/17-18 Loudon, NH
5/1-2 Loudon, NH
6/12-13 Loudon, NH
7/17-18 Loudon, NH
8/7-8 Loudon, NH
9/4-5 Loudon, NH
10/2-3 Loudon, NH
Info: 828/684-4297 or www.ccsracing.com

### CCS/Southeastern U.S. Motorcycle Roadracing C'ship
4/10-11 Bloomingdale, GA
5/29-30 Bloomingdale, GA
6/12-13 Kershaw, SC**
6/26-27 Bloomingdale, GA
7/24-25 Bloomingdale, GA
9/4-5 Bloomingdale, GA
11/6-7 Kershaw, SC*
*double points
**twin sprint weekend
Info: 828/684-4297 or www.ccsracing.com

### CCS/Southwestern U.S. Motorcycle Roadracing Championship
4/10-11 Buttonwillow, CA
5/15-16 Chandler, AZ**
6/5-6 Chandler, AZ
9/4-5 Chandler, AZ
10/9-10 Chandler, AZ
11/6-7 Buttonwillow, CA**
12/4-5 Chandler, AZ*
*double points
**twin sprint weekend
Info: 828/684-4297 or www.ccsracing.com

### CCS Race of Champions National Championship Finals
10/21-24 Daytona Beach, FL

### North American Sport Bike Series
5/1-2 Elkhart Lake, WI
5/22-23 Summit Point, WV
8/14-15 Topeka, KS
9/4-5 Loudon, NH
10/21-24 Daytona Beach, FL
Info: 828/684-4297

### SRAC/Mazda Motocross Series
4/11 Berthoud, CO
4/18 Colorado Springs, CO
5/2 Colorado Springs, CO
5/9 Cheyenne, WY
6/5-6 Lakewood, CO
6/13 Colorado Springs, CO
6/20 Colorado Springs, CO
6/27 Colorado Springs, CO
7/11 Berthoud, CO
7/25 Cheyenne, WY
8/1 Colorado Springs, CO
8/15 Berthoud, CO
8/22 Pueblo, CO
9/12 Cheyenne, WY
9/19 Colorado Springs, CO
Info: 307/638-2226

### SRAC/Mazda SX Series
4/24 Denver, CO
5/15 Greeley, CO
5/22 Grand Junction, CO
7/17 Colorado Springs, CO
8/7 Grand Junction, CO
8/28 TBA
Info: 307/638-2226

### Sunshine State Motocross Championship Series
4/11 Ocala, FL
4/18 Dade City, FL
4/25 Ocala, FL
5/2 Ona, FL
5/9 Reddick, FL
5/23 Orlando, FL
5/30 Dade City, FL
6/6 Ona, FL
6/27 Ocala, FL
7/4 Orlando, FL
7/11 Reddick, FL
7/18 Dade City, FL
7/25 Ona, FL
8/15 Ocala, FL
8/22 Orlando, FL
8/29 Reddick, FL
9/5 Dade City, FL
9/12 Ona, FL
Info: 352/242-2605

### KB Racing Promotions NorCal Championship Motocross Series
4/9 Sacramento, CA
4/23 Sacramento, CA*
5/7 Sacramento, CA*
5/28 Sacramento, CA*
6/11 Sacramento, CA*
6/25 Sacramento, CA*
7/9 Sacramento, CA*
7/23 Sacramento, CA**
8/13 Sacramento, CA**
8/27 Sacramento, CA**
9/10 Sacramento, CA**
9/24 Sacramento, CA**
10/8 Sacramento, CA**
10/22 Sacramento, CA
* spring series round
** fall series round
Info: 916/682-6123 or www.jps.net/kbracing

### CMRA Endurance Road Racing Series
4/2-4 Topeka, KS
4/24-25 College Station, TX
6/4-6 Hallett, OK
6/19-20 Henderson, TX
7/17-18 College Station, TX
8/21-22 Hallett, OK
9/17-19 College Station, TX
Info: 281/342-9032

### CMRA Road Racing Series
5/15-16 Calgary, AB, Canada, Rnd 1
6/11-13 Calgary, AB, Canada, Rnd 2
7/24-25 Calgary, AB, Canada, Rnd 3
8/21-22 Calgary, AB, Canada, Rnd 4
9/4-5 Calgary, AB, Canada, Rnd 5
Info: 403/272-7223

### MRAN Desert Series
4/24 Hiko, NV
5/22 Alamo, NV

6/12-13 Caliente, NV
7/17 Ely, NV
8/14 Panaca, NV
9/18-19 Tonopah, NV
10/16-17 Jean, NV
10/30-31 Mercury, NV
11/20-21 Searchlight, NV
Info: 702/437-MRAN

**Southern California Flat Track Championship Series**

4/18 Temecula, CA
5/15 Temecula, CA
6/13 Temecula, CA
7/11 Costa Mesa, CA
7/24 Temecula, CA
8/21 Temecula, CA
9/18 Temecula, CA
10/9 Del Mar, CA
10/23 Temecula, CA
11/21 Temecula, CA
Info: 619/277-1591

**District 3 Eastern New York Sports Committee Dirt Track**

5/8 Accord, NY
5/9 Harpursville, NY
5/15 Harpursville, NY
5/22 Harpursville, NY
5/23 Schenectady, NY
6/6 Schenectady, NY
6/12 Harpursville, NY
6/26 Accord, NY
7/17 Harpursville, NY
7/18 Schenectady, NY
7/24 Accord, NY
8/2 Schenectady, NY
8/7 Accord, NY
8/14 Harpursville, NY
8/22 Schenectady, NY
8/28 Accord, NY
9/4 Accord, NY
9/12 Schenectady, NY
9/18 Harpursville, NY
9/25 Harpursville, NY
9/26 Schenectady, NY
10/3 Harpursville, NY
10/10 Schenectady, NY
Info: 607/693-1031

**Soil Hare Scrambles Series**

5/2 Fosterburg, IL
6/6 Jonesboro, IL
9/12 Fosterburg, IL
9/19 Jonesboro, IL
10/3 Belleville, IL
10/31 White City, IL
Info: 618/235-4777

**Virginia Championship Hare Scrambles Series**

4/11 Budds Creek, MD
4/25 Dillwyn, VA
5/2 Martinsville, VA
5/16 Surry, VA
5/30 Ivor, VA
6/6 Glade Hill, VA
6/27 Pulaski, VA
8/15 Wytheville, VA
8/22 Danville, VA
9/19 Middlebrook, VA
9/26 Martinsville, VA
10/10 Newport News, VA
10/24 Dillwyn, VA
11/7 Surry, VA
Info: 757/255-4620 or 540/980-0591

**ECEA Championship Enduro Series**

4/18 Warren Grove, NJ
5/2 New Lisbon, NJ
5/30 New Philadelphia, PA
6/6 Rawlings, MD
6/13 Stanhope, NJ
6/27 Webb Mills, NY
7/18 Blain, PA
7/25 Crossforks, PA
8/1 West Greenwich, RI
8/8 Middlebury Center, PA
8/15 Speedsville, NY
8/29 Mauricetown, NJ
9/12 Shippensburg, PA
9/19 Brandonville, PA
9/26 New Lisbon, NJ
10/24 New Gretna, NJ
10/31 Delaware City, DE
Info: 717/865-0601

**ECEA Championship Hare Scrambles Series**

4/11 Good Springs, PA
4/25 St. Georges, DE
5/8-9 Manahawkin, NJ
5/23 Woodland Twp, NJ
10/3 Belle Plain, NJ
10/10 Budds Creek, MD
10/17 Mauricetown, NJ
11/7 Warren Grove, NJ
11/14 New Lisbon, NJ
Info: 717/865-0601

**ECEA Dual Sport Series**

6/20 Brandonville, PA
10/10 Indian Mills, NJ
11/21 Belle Plain, NJ
Info: 717/865-0601

| APRIL | | | | | | |
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## April 2

OHIO MOTOCROSS - CRA and Patriot Promotions, Wayne County Speedway, Orville. Info: 330/948-4613 or 330/682-7435.

## April 2-4

CALIFORNIA SUPER TT - STTARS, Super TT American Racing Series, Rnd 3, Streets of Willow Springs, Rosamond. Info: 949/768-4626 or www.supertt.com.

## April 3-4

NORTH CAROLINA MOTOCROSS - Devils Ridge, AMA, Southeast area qualifier, State Championship, Sanford. Info: 919/776-1767.

## Sat, April 3

* ALABAMA MOTOCROSS - North-South Shootout, Grays Ferry Motocross Track, Titus. Info: 334/567-5143.

CALIFORNIA MOTOCROSS - REM, Saturday Motocross, Glen Helen, San Bernardino. Info: 619/484-1441.

CALIFORNIA MOTOCROSS - Vintage Evolution MX, SVRG, Carlsbad. Info: 760/744-8052.

* CALIFORNIA MOTOCROSS - OTHG, Over The Hill Gang, Bay Area chapter, Club Moto, Livermore. Info: 209/839-9332 or www.othg.com.

* CALIFORNIA MOTOCROSS - Club Moto Super Saturday MX Series, Rnd 1, Motowest Racing, Club Moto, Livermore. Info: 415/587-8678 or 925/443-MOTO or papa-joe@pacbell.net.

FLORIDA SHORT TRACK - Orange County Raceway, FDTRA Series, Orlando. Info: 407/869-5388 or 407/381-4001.

* FLORIDA SUPERCROSS - West Florida Motocross Park, night race, Milton. Info: 850/623-6038.

* NEW YORK MOTOCROSS - AMA, Broome-Tioga Sports Center Inc., Binghamton. Info: 607/849-4438 or www.broome-tioga.com.

* NORTH CAROLINA MOTOCROSS - Daniels Ridge MX, Taylorsville. Info: 828/758-4342 or 828/635-8635.

* OHIO MOTOCROSS - CRA, Malvern Motocross Park, Easter Celebration, Malvern. Info: 330/262-4945.

OHIO MOTOCROSS - Dirt Country Raceway, AMA, District 11, Blanchester. Info: 513/625-7350 or 513/625-9987.

OHIO ROAD RACE - Ohio YSR League, Circleville Raceway Park, Circleville. Info: 614/755-2484.

OKLAHOMA INDOOR ARENACLASH - Mid-South Racing Productions and Budweiser, night racing, Muskogee Fairground, Round Arena, Muskogee. Info: 918/425-7327.

PENNSYLVANIA MOTOCROSS - Bellco Inc., season opener, Steel City USA, Delmont. Info: 304/284-0084.

* PENNSYLVANIA MOTOCROSS - Sleepy Hollow MX Park, Fredericksburg. Info: 717/273-1180 or 717/865-5530.

* TENNESSEE ARENA CROSS - Jamestown Motocross Park, Rnd 3, Jamestown. Info: 931/879-8557 or 879-7459.

TEXAS MOTOCROSS - AMA area qualifier, Highlands MX Park, Highland. Info: 713/843-6686.

WASHINGTON MOTOCROSS - AMA, District 27, Evergreen State Championship Series, Mount St. Helens MC, Castle Rock. Info: 360/274-4346.

* WEST VIRGINIA ARENACROSS - Holeshot Productions, from Morgantown, Reedsville. Info: 304/265-1256 or holeshotmx@aol.com.

## Sun, April 4

* ALASKA ICE RACE - Aurora Ice Racing Inc., Klondike Inn, Big Lake. Info: 907/333-1760 or 892-8803.

* ARIZONA MOTOCROSS - Cerbat Motorsports, Kingman. Info: 520/757-7438 or www.geocities.com/motorcity/8813.

* ARKANSAS MOTOCROSS - Dirt Bike Mike Promotions, Arkansas Spring Series, Rnd 4, Cedar Hill MX, Magnolia. Info: 870/342-5373 or 870/342-5373.

CALIFORNIA GAND PRIX - CRC, Golden Bear GP, Tri Race Series, LACR, Palmdale. Info: 805/272-8889.

* CALIFORNIA MOTOCROSS - CMC Gold Rush Series, Badlands Raceway, Victorville. Info: 949/367-1141.

* DELAWARE SHORT TRACK - Delaware Motorsports, Seaford Speedway, Seaford. Info: 302/422-8661.

* ILLINOIS SHORT TRACK - Pekin MC/AMA, District 17, Pekin. Info: 309/697-4413 or dirttrackd17dir@juno.com.

KANSAS MOTOCROSS - 4-State Best of the Best Series, Rnd 3, Racers Edge MX, Baxter Springs. Info: 417/833-1574.

* MISSOURI MOTOCROSS - Midwest Spring Championship, Rnd 4, Grain Valley MX Park, Grain Valley. Info: 816/331-6934.

NEVADA HARE AND HOUND - Easter Trailblazers Hare and Hound, MRANN, Rnd 3, Nightengale. Info: 775/322-1499.

* PENNSYLVANIA MOTOCROSS - Competition Riders of America, Pymatuning Holeshot Raceway, Linesville. Info: 814/683-5655.

## April 7-11

NEVADA MOTOCROSS - 28th annual NMA World Mini Grand Prix, Las Vegas MX Park, Las Vegas International Raceway, Las Vegas. Info: 562/868-8112 or 909/657-6782.

## Wed, April 7

NEVADA GRAND PRIX - NMA World Mini Grand Prix, Las Vegas. Info: 310/868-8112.

## Fri, April 9

* CALIFORNIA MOTOCROSS - KB Racing Promotions, night race, Sacramento Raceway Park, Sacramento. Info: 916/682-6123 or www.jps.net/kbracing.

OHIO MOTOCROSS - CRA and Patriot Promotions, Wayne County Speedway, Orville. Info: 330/948-4613 or 330/682-7435.

## April 10-11

ARIZONA MOTOCROSS - Whiplash Motorsports, Canyon Off-Road Park, Peoria. Info: 602/971-3730.

* CALIFORNIA ROAD RACE - WSMC Road Racing Series, Willow Springs Int'l Raceway, Rosamond. Info: 805/256-1234 or www.race-wsmc.com.

CALIFORNIA MOTOCROSS - International Old-Timers MX, Rocky Mountain Old-Timers. Info: 253/840-0466 or http://www.seanet.com/~russr.

CALIFORNIA GRAND PRIX - AMA, District 37, Hilltoppers MC, Rodeo Grounds, Twentynine Palms. Info: 562/428-4971.

* CALIFORNIA MOTOCROSS - Phillipsville Motocross Spring Series, Phillipsville. Info: 707/943-3029.

CALIFORNIA ROAD RACE - Thunderhill Park, Shelby, Willows. Info: 530/934-5588.

CALIFORNIA TRIALS - Class A Trials and Stadium Exhibition, Pacific International Trails Society, Carnegie OHV Park, Livermore. Info: 925/828-2678.

GEORGIA MOTOCROSS - Loretta Lynn's area qualifier, AMA, Dixie Motorcycle Sports, Hillbilly Hills MX, Roberta. Info: 912/788-0413.

* PENNSYLVANIA SHORT TRACK - AMA, Trail-Way Speedway, Hanover. Info: 717/359-4310 or www.trail-wayspeedway.com.


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plus the SuperTrapp SuperTrackers Series

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Indianapolis, Indiana

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- Opening ceremonies 7:15 PM
- 1st Race 7:30 PM
- Master of Ceremonies: Dave Despain
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- Vendor midway and bike show
- HOG Pit Stop and AMA Pro Club
- AMA/FTR Grand Championships Sign up Party

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559/673-8080
LITTLE OKIE SPRING SERIES, MADERA, CA
Sat., Apr 10 (Warm Up)
Sat., Apr 17
Sat., Apr 24
Sat., May 2
Fri., May 7
Fri., May 14
Fri., May 21

MOTOWEST RACING
Saturday, April 3
Club Moto
Super Saturday, MX Rnd #1
415- 587-8678
ALL DATES SUBJECT TO CHANGE PLEASE CALL

# RACING ON THE TUBE

## APRIL BROADCASTS

| DATE | TIME | EVENT | NETWORK |
|---|---|---|---|
| 4/1/99 | 2:00 PM | AMA Supercross - Minneapolis, MN (R) | ESPN2 |
| 4/1/99 | 7:00 PM | Bike Week - Dave Despain, host | Speed |
| 4/2/99 | 2:30 AM | MotoWorld | ESPN2 |
| 4/2/99 | 6:30 PM | MotoWorld (R) | ESPN2 |
| 4/3/99 | 7:00 AM | Suzuki Great Outdoors | ESPN |
| 4/4/99 | 6:00 PM | AMA Supercross - St. Louis, MO | ESPN2 |
| 4/6/99 | 7:30 PM | Motorcyclist, Dave Despain, host | Speed |
| 4/6/99 | 8:00 PM | AMA Arenacross - Salt Lake City | Speed |
| 4/6/99 | 9:00 PM | AMA Formula Xtreme - Phoenix | Speed |
| 4/8/99 | 2:00 AM | MotoWorld (R) | ESPN2 |
| 4/8/99 | 2:00 PM | AMA Supercross - St. Louis, MO (R) | ESPN2 |
| 4/8/99 | 6:30 PM | MotoWorld | ESPN2 |
| 4/8/99 | 7:00 PM | Bike Week - Dave Despain, host | Speed |
| 4/9/99 | 2:30 AM | MotoWorld (R) | ESPN2 |
| 4/9/99 | 6:00 AM | MotoWorld (R) | ESPN2 |
| 4/10/99 | 7:00 AM | Suzuki Great Outdoors | ESPN |
| 4/15/99 | 6:30 PM | MotoWorld | ESPN2 |
| 4/15/99 | 7:00 PM | Bike Week - Dave Despain, host | Speed |
| 4/16/99 | 6:00 AM | MotoWorld (R) | ESPN2 |
| 4/17/99 | 7:00 AM | Suzuki Great Outdoors | ESPN |
| 4/18/99 | 4:00 AM | MotoWorld (R) | ESPN2 |
| 4/18/99 | 5:00 PM | AMA Superbike - Willow Springs (Live) | Speed |
| 4/18/99 | 8:00 PM | FIM World Superbike | Speed |
| | | Phillip Island (Same Day Delay) | |
| 4/18/99 | 9:00 PM | FIM World GP 250 - Malaysia | Speed |
| 4/18/99 | 10:00 PM | FIM World GP 500 | Speed |
| | | Malaysia (Same Day Delay) | |
| 4/19/99 | 9:00 PM | AMA Supercross - Pontiac, MI | EPN2 |
| 4/20/99 | 7:00 PM | American Thunder | Speed |
| 4/20/99 | 7:30 PM | Motorcyclist, Dave Despain, host | Speed |
| 4/20/99 | 9:00 PM | AMA 600 Supersport - Willow Springs | Speed |
| 4/20/99 | 10:00 PM | FIM World Supersport - Kyalami | Speed |
| 4/22/99 | 2:00 PM | AMA Supercross - Pontiac, MI (R) | ESPN2 |
| 4/22/99 | 6:30 PM | MotoWorld | ESPN2 |
| 4/22/99 | 7:00 PM | Bike Week - Dave Despain, host | Speed |
| 4/22/99 | 10:00 PM | Legends of Motorsport | Speed |
| | | Australian Int'l 1960 | |
| 4/23/99 | 2:30 AM | MotoWorld (R) | ESPN2 |
| 4/24/99 | 6:00 AM | MotoWorld (R) | ESPN2 |
| 4/24/99 | 7:00 AM | Suzuki Great Outdoors | ESPN |
| 4/24/99 | 5:00 PM | AMA Supercross - New Orleans, LA | ESPN2 |
| 4/25/99 | 5:00 PM | AMA Superbike - Sears Point (Live) | Speed |
| 4/25/99 | 10:00 PM | FIM World GP 500 | Speed |
| | | Japan (Same Day Delay) | |
| 4/27/99 | 8:00 PM | AMA Formula Xtreme - Willow Springs | Speed |
| 4/27/99 | 9:00 PM | AMA 600 Supersport - Sears Point | Speed |
| 4/29/99 | 2:00 PM | AMA Supercross - New Orleans, LA (R) | ESPN2 |
| 4/29/99 | 6:30 PM | MotoWorld | ESPN2 |
| 4/29/99 | 7:00 PM | Bike Week - Dave Despain, host | Speed |
| 4/30/99 | 10:00 PM | FIM World GP 125 - Malaysia | Speed |

**All times shown are Eastern. ESPN2, Fox Sports Net and Speedvision listed above.**

Networks frequently modify program schedules. Consult your local cable listings to confirm broadcast dates and times. Cycle News is not responsible for errors in scheduling.

CASTAIC BRICK
SPRING NATIONALS
APRIL 18th
APRIL 25th
MAY 23rd
JUNE 6th
THOUSANDS OF $ IN CONTINGENCIES
SUZUKI CONTINGENCE
HUNGRY VALLEY SVRA Motocross
805-294-0020 sscmx.com

AHRMA VINTAGE RACING
SUNDAY April 11th
HUNGRY VALLEY SVRA Motocross
805-294-0020 sscmx.com


# Calendar

Calendar listings are a free service for Cycle News readers and race promoters. All information is the responsibility of the promoter. Calendar listings cannot be accepted over the phone; we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

TEXAS OBSERVED TRIALS - Lone Star Nationals, NATC, AMA, Rnds 1 & 2, Red River Motorcycle Park, Muenster. Info: 972/644-1275 or 972/745-9686.

### Sat, April 10

ARKANSAS MOTOCROSS - Cleburn County Speedway, Heber Springs. Info: 501/362-6325.

ARKANSAS MOTOCROSS - AMA, area qualifier, Cedar Hill MX, Magnolia. Info: 888/222-9158.

* CALIFORNIA SPEEDWAY - International Speedway, Coors Light '99 season opener, Orange County Fairgrounds, Costa Mesa. Info: 949/492-9933 or www.cmspeedway.com.

CALIFORNIA MOTOCROSS - REM, Saturday Motocross, Glen Helen, San Bernardino. Info: 619/484-1441.

CALIFORNIA DRAG RACING - AMA Prostar West Drag Racing Series, Rnd 2, Bakersfield. Info: 256/852-1101.

CALIFORNIA SHORT TRACK - Lodi MC, AMA, District 36, Lodi Cycle Bowl, Lodi. Info: 209/833-0639 or 209/368-7182.

CALIFORNIA FLAT TRACK - West Coast Vintage Flat Track Series, Willow Springs Raceway, Rosamond. Info: 661/268-0105.

CALIFORNIA MOTOCROSS - CMA, Little Okie Spring Series, Madera. Info: 559/673-8080.

* MISSOURI MOTOCROSS - Sprout Patch Competition, Billings. Info: 417/744-2593.

MISSOURI MOTOCROSS - AMA, area qualifier, Cycle World, Hawk Point. Info: 314/338-4090.

* NORTH CAROLINA MOTOCROSS - NAME, Under The Light Series, night race, Rolling Hills Cycle Park, Reidsville. Info: 336/342-4492.

* PENNSYLVANIA MOTOCROSS - Doublin Gap MX Park, Newburg. Info: 717/249-6036 or www.doublingap.com.

* PENNSYLVANIA MOTOCROSS - Competition Riders of America, Pymatuning Holeshot Raceway, Linesville. Info: 814/683-5655.

* TENNESSEE MOTOCROSS - Jamestown Motocross Park, Rnd 3, Jamestown. Info: 931/879-8557 or 879-7459.

TENNESSEE ROAD RACE - Mid-South Amateur Championship Series, Great River Road Raceway, Dyersburg. Info: 901/286-6565 or http://www.flybynite.com.

TEXAS MOTOCROSS - AMA, area qualifier, Village Creek MX, Fort Worth. Info: 817/572-7713.

* WEST VIRGINIA ARENACROSS - Holeshot Productions, from Morgantown, Reedsville. Info: 304/265-1256 or holeshotmx@aol.com.

### April 11-16

COLORADO MOTOCROSS - Women's Motocross League, Elite Rider Training Camp, 2 Rivers, Johnstown.

### April 11-25

* MISSOURI MOTOCROSS - R.J. Wohlberg Motocross Promotions, Challenge Tack, Kingsville. Info: 816/779-5020.

### Sun, April 11

ALABAMA MOTOCROSS - first annual ATM MX Series, Ironman MX Park, Warrior. Info: 205/663-2512.

* ARIZONA MOTOCROSS - Box Trailer Giveaway Series, Go Huge Racing Promotions, Ocotillo Raceway, Eloy. Info: 520/743-7727 or www.gohuge.com.

ARKANSAS MOTOCROSS - AMA, District 18, Cycle World, Hawk Point. Info: 314/338-4090.

CALIFORNIA MOTOCROSS - CRC, LACR, Palmdale. Info: 805/272-8889.

CALIFORNIA DUAL SPORT - Galpin Ford Dual Sport Series, Rnd 3, Trails of Tejon, Frazier Park, Gorman. Info: 818/701-1913.

CALIFORNIA HARE SCRAMBLES - District 36, Rnd 10, Petaluma.

CALIFORNIA MOTOCROSS - Over The Hill Gang, Gang-only race, Glen Helen, San Bernardino. Info: 562/941-1515.

* CALIFORNIA MOTOCROSS - Cycleland Speedway, Chico. Info: 530/342-0063.

CALIFORNIA HARE SCRAMBLES - Marin County Motorcycle Association, San Rafael. Info: 888/991-5180 or www.xmax.com/mcma.

CALIFORNIA SHORT TRACK - Lodi MC, AMA, District 36, Lodi Cycle Bowl, Lodi. Info: 209/833-0639 or 209/368-7182.

CALIFORNIA FLAT TRACK - West Coast Vintage Flat Track Series, Willow Springs Raceway, Rosamond. Info: 661/268-0105.

* COLORADO MOTOCROSS - SRAC/Mazda MX Series, Rnd 6, Rocky Mountain Promotions, Berthoud. Info: 303/988-7722 or 303/989-7436.

* DELAWARE SHORT TRACK - Delaware Motorsports, Seaford Speedway, Seaford. Info: 302/422-8661.

FLORIDA MOTOCROSS - ProSports USA, Sunshine State MX Championship Series, Hardrock Cycle Park, Ocala. Info: 352/242-2605.

* FLORIDA MOTOCROSS - County Line Park, Fountain. Info: 850/769-9505 or 722-7616.

* FLORIDA MOTOCROSS - first annual South Florida Motocross Series, Rnd 3, Thundercross Motorsports Park, Okeechobee. Info: 941/357-6497.

* GEORGIA MOTOCROSS - AMA, Dixie MC Sport Inc., Georgia Championship Series, Hillbilly Hills MX, Roberta. Info: 912/788-0413.

* GEORGIA MOTOCROSS - CRC Inc., Camden Racing Complex, Woodbine. Info: 912/576-3000.

ILLINOIS MOTORCYCLE SHOW - J&P Promotions, 13th annual Motorcycle Parts Extravaganza, Bell-Claire County Fairgrounds, Belleville. Info: 319/462-6011.

KANSAS MOTOCROSS - 4-State Best of the Best Series, Rnd 4, Racers Edge MX, Baxter Springs. Info: 417/833-1574.

KANSAS HARE SCRAMBLES - KORR Hare Scramble Series, Rnd 4, Silver City MX, Sterling. Info: 316/278-2487.

KENTUCKY HARE SCRAMBLES - AMA, Eagle Creek Motorcycle Park, Mason Lane, Owenton. Info: 606/472-3442.

MARYLAND MOTOCROSS - AMA, District 7, Antietam MC, Howel Road, Hagerstown. Info: 301/797-8686 or 797-1607 or http://members.aol/antietammc/index.html.

* MICHIGAN SUPERCROSS - Motocross Racing Association, Pontiac Silverdome, Pontiac. Info: 517/323-0763 or www.racemra.com.

* MISSOURI MOTOCROSS - AMA, Midwest Spring Series, Kahoka. Info: 660/727-3301.

MISSOURI MOTOCROSS - Buffalo Motocross. Info: 417/345-6981.

MISSOURI MOTOCROSS - CT Spring Series, Rnd 2, Challenge Trax, Kingsville. Info: 816/779-5020.

MISSOURI MOTOCROSS - AMA, District 18, Spring Series, Rnd 3, Midwest Motorsports, Kahoka. Info: 660/727-3301.

MONTANA MOTOCROSS - High Country Motorcycle Association, Great Falls.

* NEBRASKA MOTOCROSS - Cornhusker Motocross Circuit, Phillisburg. Info: 308/345-3744.

* NEBRASKA MOTOCROSS - Great Plains Promotions, White Sands Raceway, Ashland. Info: 402/556-5801 or wsrmxpark@worldnet.attnet.

* NEW JERSEY MOTOCROSS - Jay Irwin/Ken Landerman, Raceway Park, 6th annual Manufacturers Contingency Bonus Day, Englishtown. Info: 732/446-7800 or etownrcwy@aol.com.

* NORTH CAROLINA MOTOCROSS - AMA, Districts 13 & 29, Rnd 6, U.S. Eastern MX Spring Series, Elizabeth City Motorcycle Club, Elizabeth City. Info: 757/549-7012.

* NORTH CAROLINA MOTOCROSS - Victory Sports, AMA Carolina Ultra Series, Rnd 3, Cathey's Creek MX, Forest City. Info: 423/323-5497 or wwwvictory-sports.com.

* NORTH CAROLINA MOTOCROSS - AMC, Dirt World Promotions, Spring Series, Montrose MX Park, Raeford. Info: 919/554-4467.

* OHIO HARE SCRAMBLES - CRA, Salem Motorcycle Club Inc., Lisbon. Info: 330/482-2971 or 332-9465.

* OHIO MOTOCROSS - CRA, Malvern Motocross Park, PJ1 Day, Malvern. Info: 330/262-4945.

OKLAHOMA MOTOCROSS - Field of Dreams, Okmulgee. Info: 918/758-0793.

* PENNSYLVANIA MOTOCROSS - Hurricane Hills Sports Center Inc., Clifford. Info: 570/222-9290 or www.broome-tioga.com.

* PENNSYLVANIA MOTOCROSS - Doublin Gap MX Park, Newburg. Info: 717/249-6036 or www.doublingap.com.

SOUTH DAKOTA MOTOCROSS - Goat Eyeware Contingency, Yankton. Info: 605/665-9121 or 605/665-3512.

TENNESSEE CROSS COUNTRY - Grand National Cross Country, Racer Productions Inc., Loretta Lynn's Ranch, Hurricane Mills. Info: 304/284-0084.

* WASHINGTON MOTOCROSS - AMA, District 27, Evergreen State Championship Series, RB Racing, Connell. Info: 509/349-7181.

* WYOMING MOTOCROSS - High Plains Motocross Association, Douglas Motocross Club, Rnd 2, Douglas. Info: 307/261-3100.

### Fri, April 16

OHIO MOTOCROSS - CRA and Patriot Promotions, Wayne County Speedway, Orville. Info: 330/948-4613 or 330/682-7435.

### April 17-18

* ALABAMA MOTOCROSS - North-South Shootout, AMA, Kilpatrick Motocross, Albertville. Info: 256/561-3495 or kmotox@airnet.net.

CALIFORNIA ROAD RACE - Thunderhill Park, Classic Sports Racing Club, Willows. Info: 530/934-5588.

CALIFORNIA MINI ROAD RACE - Northern California Mini Road Racing Association, Prairie City SVRA, Sacramento. Info: 916/722-5517 or ncmrra@aol.com.

* IDAHO MOTOCROSS - SIRA/EIMA, Rupert Fairgrounds, Rupert. Info: 208/436-7071.

* NEW MEXICO MOTOCROSS - High Desert Racing Club, AMA, District 45, Aztec. Info: 970/533-9747.

MISSOURI MOTOCROSS - AMA, North and South-Central qualifier, Motosports Inc., Midwest Xtreme Park, Merwin. Info: 660/267-3400.

OREGON ROAD RACE - OMRRA, Motathlon, Oregon. Info: 503/221-1487.

TEXAS TRAIL RIDE - AMA/Suzuki Dual Sport Trail Ride Series, Trail Riders of Houston, Altair. Info: 281/376-4726.

* VIRGINIA MOTOCROSS - Pro-Am Series, Victory Sports, AMA, United States Mega Series, Birch Creek MX, Danville. Info: 423/323-5497 or wwwvictory-sports.com.

### Sat, April 17

* CALIFORNIA SPEEDWAY - International Speedway, Sidecars and Midgets, Orange County Fairgrounds, Costa Mesa. Info: 949/492-9933 or www.cmspeedway.com.

CALIFORNIA MOTOCROSS - REM, Saturday motocross, Glen Helen, San Bernardino. Info: 619/484-1441.

CALIFORNIA MOTOCROSS - Riverside Old-Timers/CMXR, Carlsbad Raceway, Carlsbad. Info: 714/996-8327.

* CALIFORNIA MOTOCROSS - CMC, Marysville Motocross, night race, Riverfront Park, Marysville. Info: 530/695-2727 or http://marysvillemx.com.

CALIFORNIA STADIUM CROSS - Southern California Stadium Cross Series, A.V. Fairgrounds, Lancaster. Info: 805/942-6040.

CALIFORNIA SHORT TRACK - Lodi MC, AMA, District 36, Lodi Cycle Bowl, Lodi. Info: 209/833-0639 or 209/368-7182.

* CALIFORNIA MOTOCROSS - Motowest Club-Moto Super Saturday MX, Club-Moto Raceway, Livermore. Info: 415/587-8678 or 925/443-MOTO.

CALIFORNIA MOTOCROSS - CMA, Little Okie Spring Series, Madera. Info: 559/673-8080.

COLORADO MOTOCROSS - Women's Motocross League, Ladies International Cup, 2 Rivers, Johnstown.

CONNECTICUT ENDURO - New England Trail Rider Association, Nervous Novice, Meriden. Info: 860/875-5757.

FLORIDA SHORT TRACK - Orange County Raceway, Orlando. Info: 407/869-5388 or 407/381-4001.

* FLORIDA SUPERCROSS - West Florida Motocross Park, night race, Milton. Info: 850/623-6038.

MISSOURI MOTOCROSS - AMA area qualifier, Midwest Extreme Park, Merwin. Info: 660/267-3400.

* NORTH CAROLINA MOTOCROSS - Daniels Ridge MX, Taylorsville. Info: 828/758-4342 or 828/635-8635.

* NORTH CAROLINA MOTOCROSS - NAME, Under The Light Series, night race, Rolling Hills Cycle Park, Reidsville. Info: 336/342-4492.

* OHIO MOTOCROSS - AMA, Vinton Motocross Park, McArthur. Info: 740/756-1267.

OKLAHOMA INDOOR ARENACLASH - Mid-South Racing Productions and Budweiser, night racing, Creek County Fairground, Sapulpa. Info: 918/425-7327.

* PENNSYLVANIA MOTOCROSS - Competition Riders of America, Pymatuning Holeshot Raceway, Linesville. Info: 814/683-5655.

* TENNESSEE ARENA CROSS - Jamestown Motocross Park, Rnd 4, Jamestown. Info: 931/879-8557 or 879-7459.

* TEXAS SHORT TRACK - VDTRA National Checkered Flag Productions, Boyd Raceway, Boyd. Info: 940/683-4742.

* VIRGINIA MOTOCROSS - AMA, District 13, Northeast area qualifier, Mega Series Warmup, Birch Creek Motorsports, Danville. Info: 804/724-4392.

* WASHINGTON MOTOCROSS - AMA, District 27, Evergreen State Championship Series, Mount St. Helens MC, Castle Rock. Info: 360/274-4346.

* WASHINGTON INDOOR DIRT TRACK - Catywampus Caveman MC, AMA, District 27, Grays Harbor Fairgrounds, Elma. Info: 425/745-4010.

* WEST VIRGINIA ARENACROSS - Holeshot Productions, from Morgantown, Reedsville. Info: 304/265-1256 or holeshotmx@aol.com.

## Sun, April 18

ARKANSAS MOTOCROSS - Rad Roosters MX, Prairie Grove. Info: 501/839-2962.

CALIFORNIA MOTOCROSS - CRC, Tri Race Series, Edwards AFB, Edwards. Info: 805/272-8889.

CALIFORNIA FLAT TRACK - San Diego Flat Track Association, Temecula. Info: 619/277-1591 or tritt@pacbell.net.

CALIFORNIA GRAND PRIX - District 36, Rnd 11, Shasta Dam GP National, Redding.

CALIFORNIA DUAL SPORT RIDE - AMA, District 37, Out There, Jaw Bone Canyon, Cantil. Info: 818/340-1016.

CALIFORNIA MOTOCROSS - AMP/GFI Spring Series, Rnd 2, Hollister Hills GP Track, Hollister. Info: 209/656-9682.

CALIFORNIA MOTOCROSS - AMA, Vintage Motorcycle Days West, AHRMA, Sears Point Raceway, Sonoma. Info: 925/829-9386.

* CALIFORNIA MOTOCROSS - CMC Gold Rush Series, MaxTrack, Piru. Info: 949/367-1141.

* CALIFORNIA MOTOCROSS - GFI Spring Series, Rnd 3, Starwest, Perris. Info: 909/653-4042.

* COLORADO MOTOCROSS - SRAC/Mazda MX Series, Rnd 7, Wild Rat Raceway, Colorado Springs. Info: 303/988-7722 or 303/989-7436.

* DELAWARE SHORT TRACK - Delaware Motorsports, Seaford Speedway, Seaford. Info: 302/422-8661.

FLORIDA MOTOCROSS - ProSports USA, Sunshine State MX Championship Series, Dade City Raceway, Dade City. Info: 352/242-2605.

* FLORIDA MOTOCROSS - first annual South Florida Motocross Series, Rnd 4, Thundercross Motorsports Park, Okeechobee. Info: 941/357-6497.

IDAHO MOTOCROSS - 10th annual Black Derby Racing, Hi Point Team Race, SIDRA, AMA, Missile Site Road. Info: 461-1952 or 887-7654.

* ILLINOIS SHORT TRACK - Pekin MC, AMA, District 17, Pekin. Info: 309/697-4413.

* KENTUCKY MOTOCROSS - Daniel Boone MX, London. Info: 606/877-1364 or www.mxaction.com.

* MARYLAND MOTOCROSS AND HARE SCRAMBLES - AMA, District 7, Budds Creek MX Park, Budds Creek. Info: 301/994-9555 or www.buddscreek.com.

* MARYLAND HARE SCRAMBLES - AMA, Districts 7 & 5 Ironman Hare Scrambles Series, Cliffside Off-Road Park, Rawlings. Info: 301/724-6738.

MISSOURI MOTOCROSS - Top Gun Series, Rnd 1, Possum Hollow MX, Halltown. Info: 417/581-1977.

MISSOURI MOTOCROSS - Wide Open Motocross Park, Lebanon. Info: 417/588-9777.

MONTANA MOTOCROSS - High Country Motorcycle Association, Anaconda.

* NEBRASKA MOTOCROSS - Cornhusker Motocross Circuit, Friend. Info: 308/345-3744.

* NEVADA MOTOCROSS - Moto X West, Nevada Old-Timers, Rnd 5 of Spring Series, Fernley International Raceway, Fernley. Info: 702/423-8226 or jaja@phonewave.net.

NEW JERSEY ENDURO - ECEA/MSR, Rnd 4, Motorcycle Comp. Inc., Warren Grove Fire House, Warren Grove. Info: 732/899-9392 or www.ecea.org.

* NEW MEXICO DESERT RACE - Prairie Dawg MC Club and NMDRC, Mesilla Valley 100, Las Cruces/Hatch. Info: 505/437-7448.

* NEW YORK MOTOCROSS - Hunt Moto Park, WNYMA, Robinson Road, Hunt. Info: 716/476-2697.

* NORTH CAROLINA HARE SCRAMBLES - Mid-East Hare Scrambles Series, State Line MC, Belwood. Info: 704/937-9177 or 704/484-9000.

* NORTH CAROLINA MOTOCROSS - AMC, Dirt World Promotions, Spring Series, Montrose MX Park, Raeford. Info: 919/554-4467.

OHIO MOTOCROSS - AMA, Vinton Motocross Park, McArthur. Info: 740/756-1267.

* OHIO MOTOCROSS - CRA, Western Reserve MC, Salem. Info: 330/337-8077.

OHIO START-UP RUN - District 12 of Ohio Motorcycle Association, Junction. Info: 419/393-2625.

OHIO MOTOCROSS - AMA, Dayton Motorcycle Club, Dayton. Info: 937/263-9321 or www.daytonmc.org.

* OHIO HARE SCRAMBLES - AMA, District 11, Dynamic Promotions, Constitution Ridge, Belpre. Info: 740/593-6704.

OKLAHOMA MOTOCROSS - Oklahoma State Series, Rnd 4, Oklahoma Sugar Bowl, Perkins. Info: 405/743-1515.

* OKLAHOMA CROSS COUNTRY - Oklahoma Cross Country Racing Association, Drapper Lake South. Info: 405/390-5227 or members.aol.com/occra.

PENNSYLVANIA MOTOCROSS - Spring Series, Racer Productions Inc., Brownsville Luzerne Park, Brownsville. Info: 304/284-0084.

PENNSYLVANIA HARE SCRAMBLES - Racer Productions Inc., Brownsville Luzerne Park, Brownsville. Info: 304/284-0084.

* PENNSYLVANIA HARE SCRAMBLES - Flying Dutchmen MC, AMA, Pine Grove. Info: 570/345-6340 or 570/345-8734.

* PENNSYLVANIA MOTOCROSS - Pagoda Motorcycle Club, AMA, District 6, Birdsboro. Info: 610/582-3717.

PENNSYLVANIA MOTOCROSS - Hurricane Hills Sports Center Inc., Clifford. Info: 570/222-9290 or www.broome-tioga.com.

* PENNSYLVANIA MOTOCROSS - Doublin Gap MX Park, Newburg. Info: 717/249-6036 or www.doublingap.com.

SOUTH DAKOTA MOTOCROSS - Goat Eyeware Contingency, Sioux Falls. Info: 605/361-2043.

TENNESSEE MOTOCROSS - Fort Campbell Motocross Club, Clarksville. Info: 931/906-5598 or 931/552-3593.

* VIRGINIA MOTOCROSS - AMA, District 13, Northeast area qualifier, Rnd 4, Mega Series, Birch Creek Motorsports Park, Danville. Info: 804/724-4392.

* WASHINGTON MOTOCROSS - AMA, District 27, Seattle MC, Castle Rock. Info: 206/433-8706.

* WASHINGTON MOTOCROSS - Squisher Racing, CMC, Horn Rapids ORV, Richland. Info: 509/837-3595 or squisher417.

* WASHINGTON DIRT TRACK - Okan County Dirt Trackers, Okanogan Washington Fairgrounds, Okanogan. Info: 509/997-4753 or http://come.to/dirttrack.

## Fri, April 23

* CALIFORNIA MOTOCROSS - KB Racing Promotions, night race, Sacramento Raceway Park, Sacramento. Info: 916/682-6123 or www.jps.net/kbracing.

OHIO MOTOCROSS - CRA and Patriot Promotions, Wayne County Speedway, Orville. Info: 330/948-4613 or 330/682-7435.

## April 24-25

CALIFORNIA POKER RUN - High Desert Charities, Bureau of Land Management, Barstow. Info: 760/252-3093.

CALIFORNIA ROAD RACE - Thunderhill Park, SCCA Regional, Willows. Info: 530/934-5588.

* FLORIDA ROAD RACE - CCS, Moroso Motorsports Park, West Palm Beach. Info: 561/793-3394.

OHIO DRAG RACE - AMA, Prostar, 4th annual AMA Nationals, Columbus. Info: 256/852-1101.

PENNSYLVANIA MOTOCROSS - Bellco Inc., Steel City USA, Delmont. Info: 304/284-0084.

* VIRGINIA MOTOCROSS - Pro-Am Series, Victory Sports, AMA, United States Mega Series, Pro Sport MX, Wytheville. Info: 423/323-5497 or wwwvictory-sports.com.

* WEST VIRGINIA HILLCLIMB - Jack's Run Motorsports, Ripley. Info: 304/372-2269.

## Sat, April 24

ARKANSAS MOTOCROSS - Cleburn County Speedway, Heber Springs. Info: 501/362-6325.

* CALIFORNIA SPEEDWAY - International Speedway, Orange County Register's Kids Night, Orange County Fairgrounds, Costa Mesa. Info: 949/492-9933 or www.cmspeedway.com.

CALIFORNIA MOTOCROSS - REM, Saturday motocross, Glen Helen, San Bernardino. Info: 619/484-1441.

CALIFORNIA MOTOCROSS - Riverside Old-Timers/CMC, Glen Helen, San Bernardino. Info: 714/996-8327.

* CALIFORNIA MOTOCROSS - CMC, Marysville Motocross, Spring Classic, night race, Rnd 1 North, Riverfront Park, Marysville. Info: 530/695-2727 or http://marysvillemx.com.

CALIFORNIA SHORT TRACK - Lodi MC, AMA, District 36, Lodi Cycle Bowl, Lodi. Info: 209/833-0639 or 209/368-7182.

CALIFORNIA MOTOCROSS - CMA, Little Okie Spring Series, Madera. Info: 559/673-8080.

CALIFORNIA MOTOCROSS - CMXR, Woman's Day, Sherpa Motorsports Series, Rnd 2, Carlsbad. Info: 888/550-MOTO or www.carlsbadmx.com.

* COLORADO SUPERCROSS - SRAC/Mazda SX Series, Rnd 1, Colorado Motorsports Promotions, Denver. Info: 303/988-7722 or 303/989-7436.

* ILLINOIS SHORT TRACK - Lamoine Ramblers, AMA, District 17, Macomb. Info: 309/837-1974 or dirttrackd17dir@juno.com.

MASSACHUSETTS ENDURO - New England Trail Riders Association, Nervous Novice, Brimfield. Info: 860/875-5757.

* MISSOURI MOTOCROSS - Sprout Patch Competition, Billings. Info: 417/744-2593.

* PENNSYLVANIA SHORT TRACK - AMA, Trail-Way Speedway, Hanover. Info: 717/359-4310 or www.trail-wayspeedway.com.

* PENNSYLVANIA MOTOCROSS - Competition Riders of America, Pymatuning Holeshot Raceway, Linesville. Info: 814/683-5655.

* TENNESSEE MOTOCROSS - Jamestown Motocross Park, Rnd 4, Jamestown. Info: 931/879-8557 or 879-7459.

TENNESSEE MOTOCROSS - Mid-South Amateur Championship Series, Great River Road Raceway, Dyersburg. Info: 901/286-6565 or http://www.flybynite.com.

* VIRGINIA MOTOCROSS - Lake Sugar Tree, Axton. Info: 336/342-3737 or 342-9027 or www.lakesugartree.com.

WEST VIRGINIA CROSS COUNTRY - Youth Bike Grand National Cross Country, Racer Productions, Wilderness, Clarksburg. Info: 304/284-0084.

## Sun, April 25

* ARKANSAS MOTOCROSS - Dirt Bike Mike Promotions, Arkansas Motocross Spring Series, Rnd 4, Arkansas Motosports Park, Donaldson. Info: 501/337-4834 or 501/332-8904.


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APRIL 18th 1999
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A Rider for the Riders
Southern Region
Sun., Apr. 18 GFI Spring Series Round 3 Starwest
Sun., Apr. 25 GFI Spring Series Round 4 Perris
Sun., May 16 GFI Spring Series Round 5 Competition Park
Sat., May 29 GFI Spring Awards Starwest

GFI RACING (209) 656-9682
Northern Region
Sun. Apr. 18 GFI Spring Series Round 2 Hollister Hills GP Track Hollister, CA
Sun. Apr. 25 GFI Spring Series Round 3 Carnegie Cycle Park Livermore, CA
Sun., May 2 GFI Spring Series Round 4 Oatfield Race Way Turlock, CA
Saturday Practice prior to all events from 8am til' 2pm

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# Calendar

Calendar listings are a free service for Cycle News readers and race promoters. All information is the responsibility of the promoter. Calendar listings cannot be accepted over the phone; we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

CALIFORNIA MOTORCYCLE SHOW - Pacific Coast Dream Machines, Half Moon Bay Airport, Half Moon Bay. Info: 650/726-2328.

CALIFORNIA CYCLE SWAP MEET & SHOW - Topping Events, Long Beach Veterans Stadium, Long Beach. Info: 714/557-1846.

CALIFORNIA GRAND PRIX - SRA GP, Competition Park, San Jacinto. Info: 714/957-2985.

CALIFORNIA MOTOCROSS - CRC, Tri-Race Series, LACR, Palmdale. Info: 805/272-8889.

CALIFORNIA MOTOCROSS - Over The Hill Gang, Gang only race, Starwest, Moreno Valley. Info: 562/941-1515.

CALIFORNIA MOTOCROSS - AMP/GFI Spring Series, Carnegie Cycle Park, Rnd 3, Livermore. Info: 209/656-9682.

* CALIFORNIA MOTOCROSS - CMC, Spring Classic MX Nationals, Rnd 1, South, Glen Helen Raceway, San Bernardino. Info: 949/367-1141.

* CALIFORNIA MOTOCROSS - Cycleland Speedway, Chico. Info: 530/342-0063.

* CALIFORNIA MOTOCROSS - Phillipsville Motocross Spring Series, Phillipsville. Info: 707/943-3029.

CALIFORNIA HARE AND HOUND - AMA, District 37 Vikings MC, Lucerne Valley, Camprock Road, Lucerne Valley. Info: 805/944-1517 or nmcnabb@do.lancaster.nedmcnabb.

* CALIFORNIA MOTOCROSS - GFI Spring Series, Perris Raceway, Perris. Info: 909/653-4042.

CALIFORNIA SHORT TRACK - Lodi MC, AMA, District 36, AHRMA, Lodi Cycle Bowl, Lodi. Info: 209/833-0639 or 209/368-7182.

CANADA TRAIL AND DUAL SPORT - Kawasaki Trail Ride and Dual Sport Series, Beagle Bash Trail Ride, Turky Point, Ontario. Info: 905/666-9734.

* COLORADO MOTOCROSS - High Desert Racing Club, AMA, District 45, Mancos. Info: 970/533-9747.

* DELAWARE SHORT TRACK - Delaware Motorsports, Seaford Speedway, Seaford. Info: 302/422-8661.

FLORIDA MOTOCROSS - ProSports USA, Sunshine State MX Championship Series, Hardrock Cycle Park, Ocala. Info: 352/242-2605.

* FLORIDA MOTOCROSS - County Line Park, Fountain. Info: 850/769-9505 or 722-7616.

* GEORGIA MOTOCROSS - Wings & Wheels, AMA Georgia Championship MX Series, Bremen Race Park, Bremen. Info: 770/941-8464 or dirtman23@aol.com.

* ILLINOIS SHORT TRACK - Pekin MC/AMA, District 17, Pekin. Info: 309/697-4413 or dirttrackd17dir@juno.com.

ILLINOIS POKER RUN - Ridgewood Cycle Association, Ryan's Pub, Frankfort. Info: 815/436-3396.

KANSAS MOTOCROSS - 4-State Best of the Best Series, Rnd 4, Racers Edge MX, Baxter Springs. Info: 417/833-1574.

KANSAS MOTOCROSS - KORR MX Spring Series, Rnd 3, Green Acres, Marion. Info: 316/382-2915.

MICHIGAN MOTOCROSS - Baja Acres, Birch Run Road, Millington. Info: 517/871-3356.

MICHIGAN BEAN SOUP RUN - District 12 of Ohio Motorcycle Association, Temperace. Info: 734/246-2527.

MISSISSIPPI MOTOCROSS - 1st annual ATM MX Series, Motocross 886 of Mongo, Tupelo. Info: 601/489-8316.

MISSOURI MOTOCROSS - Buffalo MX. Info: 417/345-6981.

MISSOURI MOTOCROSS - Midwest Spring Series, Rnd 5, Challenge Trax, Kingsville. Info: 816/779-5020.

* MISSOURI MOTOCROSS - AMA, District 18, HLR Motorsports Park, Moberly. Info: 660/263-4296 or www.moberlymo.com/hlr.

MONTANA MOTOCROSS - High Country Motorcycle Association, Hungry Horse.

* NEBRASKA MOTOCROSS - Cornhusker Motocross Circuit, Alma. Info: 308/345-3744.

* NEBRASKA MOTOCROSS - Great Plains Promotions, White Sands Raceway, Ashland. Info: 402/556-5801 or wsrmxpark@worldnet.attnet.

* NEVADA MOTOCROSS - Moto X West, Reno OTHG, Rnd 6 of Spring Series, Fernley International Raceway, Fernley. Info: 702/423-8226 or jaja@phonewave.net.

* NEW JERSEY MOTOCROSS - Jay Irwin/Ken Landerman Raceway Park, Rnd 2, 7th annual Thor/Parts Unlimited, Northeast MX Classic Series, Englishtown. Info: 732/446-7800.

* NEW YORK MOTOCROSS - 10th annual Dunlop Day, Hunt Moto Park, WNYMA, Robinson Road, Hunt. Info: 716/476-2697.

NEW YORK MOTOCROSS - AMA, District 34, Claverack Motocross Club, Claverack. Info: 518/828-6149.

NEW YORK HARE SCRAMBLES - NETRA, Tri-State Motorcycle Club, Lembo Lake Park, Modena. Info: 914/566-4956.

* OHIO DIRT TRACK - AMA, Dayton Motorcycle Club, Clark County Fairgrounds, Springfield. Info: 937/263-9321 or www.daytonmc.org.

OHIO HARE SCRAMBLES - CRA, Wagner Racing Promoting, Broken Spokes Raceway, New Philadelphia. Info: 330/682-9231.

OKLAHOMA MOTOCROSS - Field of Dreams, Okmulgee. Info: 918/758-0793.

* PENNSYLVANIA MOTOCROSS - Sleepy Hollow MX Park, District 7, Fredericksburg. Info: 717/273-1180 or 717/865-5530.

SOUTH DAKOTA MOTOCROSS - Goat Eyeware, Yankton. Info: 605/665-9121 or 605/665-3512.

TEXAS ROAD RIDE - Pediatric Brain Tumor Foundation, Ride For Kids, Houston. Info: 828/665-6891.

* VIRGINIA MOTOCROSS - AMA, Districts 13 & 29, Rnd 7, U.S. Eastern Motocross Spring Series, Lake Sugar Tree, Axton. Info: 336/342-9027.

* WASHINGTON MOTOCROSS - Squisher Racing, CMC, Horn Rapids ORV, Richland. Info: 509/837-3595 or squisher417.

WEST VIRGINIA CROSS COUNTRY - Racer Productions Inc., Wilderness, Clarksburg. Info: 304/284-0084.

* WYOMING MOTOCROSS - HPMA, Rnd 3, Fremont County Racers Association, FCRA Motocross Track, Riverton. Info: 307/261-3100.

## Sat, May 1

* FLORIDA SUPERCROSS - West Florida Motocross Park, night race, Milton. Info: 850/623-6038.

* INDIANA MOTOCROSS - AMA, District 15, Podium One Motorplex, Charlestown. Info: 812/256-5517 or podium/.com.

## May 1-2

CALIFORNIA MOTOCROSS - International Old-Timers MX, Sierra Old-Timers. Info: 253/840-0466 or http://www.seanet.com/~russr.

CALIFORNIA MOTOCROSS - Old-Timers MX, Sierra Old-Timers, River Front Park, Marysville. Info: 408/867-9798.

CALIFORNIA ROAD RACE - Thunderhill Park, NASA, Willows. Info: 530/934-5588.

CALIFORNIA GRAND PRIX - AMA, District 37, Sunland Shamrocks MC, Los Angeles County Raceway, Palmdale. Info: 818/767-4594 or www.district37ama.org.

* GEORGIA MOTOCROSS - Georgia Championship, AMA, Lazy River MX Ranch, Dalton. Info: 706/278-1620.

KENTUCKY TRAIL RIDE - Racer Productions, Renfro Valley. Info: 304/284-0084.

MISSOURI MOTOCROSS - AMA, District 18, Cycle World, Hawk Point. Info: 314/338-4090.

* TENNESSEE MOTOCROSS - Pro-Am Series, Victory Sports, AMA, United States Mega Series, Muddy Creek Raceway, Blountville. Info: 423/323-5497 or wwwvictory-sports.com.

WISCONSIN SWAP MEET - 12th annual Rolling Thunder MC, at S-K Service parking lot, Hatley. Info: 715/446-2225.

## Sat, May 1

* CALIFORNIA SPEEDWAY - International Speedway, Skirt Night, Orange County Fairgrounds, Costa Mesa. Info: 949/492-9933 or www.cmspeedway.com.

CALIFORNIA GRAND PRIX - CRC, Shamrock GP, LACR, Palmdale. Info: 805/272-8889.

* CALIFORNIA MOTOCROSS - OTHG, Over The Hill Gang, Bay Area chapter, Club Moto, Livermore. Info: 209/839-9332 or www.othg.com.

## FREE CALENDAR LISTINGS

Calendar listings are a free service. Type or legibly print all the information asked for below and mail to Cycle News Calendar, P.O. Box 5084, Costa Mesa, CA 92628-5084. Calendar listings cannot be accepted over the phone; we must have a complete Calendar listing form. Listings must be received by the close of business on Wednesday for publication in the following week's issue.

Event date: _____

Type of event: _____ Pro Payback: ❑ Yes ❑ No

Event sanction/promoter/sponsoring club: _____

_____

Location of event: _____

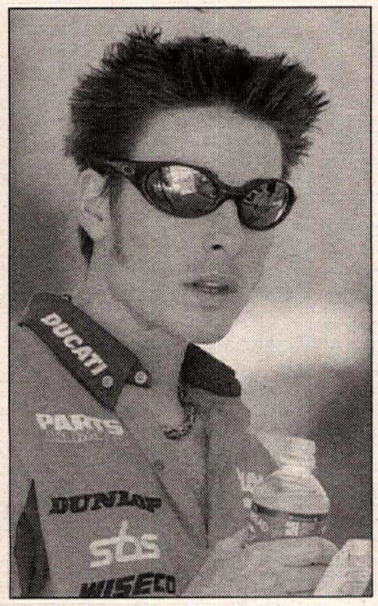
_____

City/Town: _____ State: _____

Phone Number (with area code): ( ) _____

Website Address/URL: _____

Your name: _____




BEN BOSTROM

# ROAD RACING

**World Superbike Championship Series**
**(After 1 of 13 rounds):**

| | | |
|---|---|---|
| 1. | Carl Fogarty (Duc), England | (50/2 wins) |
| 2. | Aaron Slight (Hon), New Zealand | (36) |
| | Troy Corser (Duc), Australia | (36) |
| 4. | Colin Edwards II (Hon), Conroe, TX | (24) |
| 5. | Akira Yanagawa (Kaw), Japan | (21) |
| 6. | Gregorio Lavilla (Yam), Spain | (18) |
| 7. | Pier-Francesco Chili (Suz), Italy | (17) |
| 8. | Doriano Romboni (Duc), Italy | (14) |
| 9. | Noriyuki Haga (Yam), Japan | (13) |
| 10. | Katsuaki Fujiwara (Suz), Japan | (11) |
| | Robert Ulm (Kaw), Austria | (11) |

**AMA MBNA Superbike Series**
**(After 2 of 13 Rounds):**

| | | |
|---|---|---|
| 1. | Mat Mladin (Suz), Australia | (65) |
| 2. | Miguel DuHamel (Hon), Canada | (60/1 win) |
| 3. | Anthony Gobert (Duc), Australia | (58/1 win) |
| 4. | Ben Bostrom (Duc), Granada Hills, CA | (56) |
| 5. | Rich Oliver (Yam), Fresno, CA | (51) |
| 6. | Jason Pridmore (Suz), Ventura, CA | (50) |
| 7. | Larry Pegram (Duc), Balitmore, OH | (46) |
| 8. | Aaron Yates (Kaw), Milledgeville, GA | (41) |
| | Doug Chandler (Kaw), Salinas, CA | (41) |
| 10. | Matt Wait (Duc), Lodi, CA | (40) |

**AMA Pro Honda Oils 600cc Supersport Series**
**(After 2 of 13 Rounds):**

| | | |
|---|---|---|
| 1. | Nicky Hayden (Hon), Owensboro, KY | (65/1 win) |
| 2. | Jamie Hacking (Yam), Boiling Springs, SC | (61) |
| 3. | Aaron Yates (Suz), Milledgeville, GA | (52) |
| 4. | Kurtis Roberts (Hon), Frederick, MD | (51) |
| 5. | Rich Oliver (Yam), Fresno, CA | (48) |
| | Tommy Hayden (Yam), Owensboro, KY | (48) |
| 7. | Miguel DuHamel (Hon), Canada | (46) |
| 8. | Josh Hayes (Suz), Gulfport, MS | (45) |
| 9. | Paul Harrell (Yam), Canyon Country, CA | (43) |
| | Todd Harrington (Kaw), Saint Charles, IL | (43) |

**AMA Lockhart Phillips 750cc Supersport Series**
**(After 2 of 13 Rounds):**

| | | |
|---|---|---|
| 1. | Tom Kipp (Suz), Chardon, OH | (66/1 win) |
| 2. | Joshua Hayes (Suz), Gulfport, MS | (60/1 win) |
| 3. | Jimmy Moore (Suz), Eugene, OR | (59) |
| 4. | Richard Alexander Jr. (Suz), Carmel, NY | (58) |
| 5. | Tommy Hayden (Yam), Owensboro, KY | (50) |
| 6. | James Randolph (Suz), Santa Rosa, CA | (47) |
| 7. | Jamie Bowman (Suz), Tequesta, FL | (44) |
| | Vincent Haskovec (Suz), N. Hollywood, CA | (44) |
| 9. | Mario DuHamel (Suz), Canada | (40) |
| 10. | Todd Harrington (Kaw), Saint Charles, IL | (39) |

**AMA Mazda Trucks 250cc Grand Prix Series**
**(After 2 of 13 rounds):**

| | | |
|---|---|---|
| 1. | Chuck Sorensen (Yam), San Jose, CA | (64/1) |
| 2. | Greg Esser (Yam), Pompano Beach, FL | (53) |
| | Derek King (Hon), Charleston, SC | (53) |
| 4. | Jeffrey Vos (Yam), Holland, MI | (49) |
| | Quenni King (Yam), Miami, FL | (49) |
| 6. | Rolando Quintero (Hon), Los Angeles, CA | (40) |
| 7. | Luis Lavado (Yam), Venezuela | (37) |
| | Ed Sorbo (Yam), Redlands, CA | (37) |
| 9. | John France (Hon), West Melbourne, FL | (33) |
| 10. | Geep Terranova (Yam), San Jose, CA | (32) |

**AMA Sunoco Race Fuels Formula Xtreme Series**
**(After 1 of 12 rounds):**

| | | |
|---|---|---|
| 1. | Kurtis Roberts (Hon), Frederick, MD | (36/1) |
| 2. | Josh Hayes (Suz), Gulfport, MS | (32) |
| 3. | Mike Sullivan (Kaw), Centralia, WA | (29) |
| 4. | Rad Greaves (Suz), Ann Arbor, MI | (27) |
| 5. | Paul Harrell (Yam), Canyon Country, CA | (26) |
| 6. | Michael Barnes (Yam), Boca Raton, FL | (25) |
| 7. | Sean Sweeney (Hon), Lynn, MA | (24) |
| | Grant Lopez (Suz), Mobile, AL | (24) |
| 9. | Chris Voelker (Hon), Bradley, CA | (22) |
| 10. | Cory Call (Suz), Sacramento, CA | (21) |

**AMA Progressive Insurance Pro Thunder Series**
**(After 2 of 13 rounds):**

| | | |
|---|---|---|
| 1. | Cory Call (Duc), Sacramento, CA | (64/1 win) |
| 2. | Shawn Conrad (Duc), Sheboygan Falls, WI | (61) |
| 3. | Bill St. John (Duc), Cullman, AL | (50) |
| 4. | Billy Graef (Bue), Sheboygan, WI | (48) |
| 5. | Michael Gage (Tri), Baldwin Place, NY | (44) |
| | James Lickwar (Tri), San Francisco, CA | (44) |
| 7. | Shawn Higbee (Bue), Waterford, WI | (40/1 win) |
| 8. | Dave Estok (Bue), Daytona Beach, FL | (37) |
| 9. | Christopher Boy (Lav), Gulf Stream, FL | (35) |
| 10. | Tom Hull (Duc), Mesa, AZ | (34) |

# MOTOCROSS

**Toyota Truck/Parts Unlimited AMA Supercross Series**
**(After 12 of 16 rounds):**

| | | |
|---|---|---|
| 1. | Jeremy McGrath (Yam), Menifee, CA | (266/6 wins) |
| 2. | Mike LaRocco (Hon), South Bend, IN | (216) |
| 3. | Mickael Pichon (Hon), France | (184) |
| | Larry Ward (Suz), Florence, SC | (184/1 win) |
| 5. | Ezra Lusk (Hon), Bainbridge, GA | (179/3 wins) |
| 6. | Kevin Windham (Hon), Baton Rouge, LA | (166/2 wins) |
| 7. | Damon Huffman (Kaw), Acton, CA | (153) |
| 8. | Sebastien Tortelli (Hon), France | (134) |
| 9. | John Dowd (Yam), Chicopee, MA | (117) |
| | Greg Albertyn (Suz), South Africa | (117) |

**AMA Western Regional 125cc Supercross Series**
**(After 8 of 8 rounds):**

| | | |
|---|---|---|
| 1. | Nathan Ramsey (Kaw), Corona, CA | (170/5 wins) |
| 2. | Casey Lytle (Yam), Saugus, CA | (164) |
| 3. | Isaiah Johnson (Kaw), Albuquerque, NM | (112) |
| 4. | David Pingree (Suz), Menifee, CA | (104/1 win) |
| 5. | Michael Brandes (Suz), Quail Valley, CA | (103) |
| 6. | Ryan Clark (Kaw), Albuquerque, NM | (100) |
| 7. | Casey Johnson (Yam), Murrieta, CA | (94/2 wins) |
| | Greg Schnell (Yam), Rancho Cucamonga, CA | (94) |
| 9. | Travis Preston (Suz), Hesperia, CA | (80) |
| 10. | Erick Vallejo (Kaw), Mexico | (78) |

**AMA Eastern Regional 125cc Supercross Series**
**(After 4 of 8 rounds):**

| | | |
|---|---|---|
| 1. | Ernesto Fonseca (Yam), Costa Rica | (100/4 wins) |
| 2. | Robbie Horton (Hon), Blountville, TN | (66) |
| 3. | Nick Wey (Kaw), Dewitt, MI | (65) |
| 4. | Stephane Roncada (Yam), France | (64) |
| 5. | Brock Sellards (Hon), New Philadelphia, OH | (58) |
| 6. | Danny Smith (Hon), Eagle, ID | (51) |
| 7. | Jiri Dostal (Suz), Quail Valley, CA | (46) |
| 8. | Jim Neese (Yam), Greensboro, NC | (45) |
| 9. | Jason McCormick (Hon), Vancouver, WA | (36) |
| 10. | Matt Shue (Suz), Acworth, GA | (34) |

**125cc World Championship Series**
**(After 2 of 13 rounds):**

| | | |
|---|---|---|
| 1. | Alessio Chiodi (Hus), Italy | (77/3wins) |
| 2. | Claudio Federici (Yam), Italy | (65/1 win) |
| 3. | Mike Brown (Hon), Piney Flats, TN | (39) |
| 4. | Thomas Traversini (Hus), Italy | (36) |
| 5. | Johnny Aubert (Hus), France | (34) |
| 6. | Patrick Caps (Hon), Belgium | (33) |
| 7. | Carl Nunn (Yam), England | (30) |
| 8. | Luigi Seguy (Hon), France | (28) |
| 9. | Steve Ramon (Kaw), Belgium | (23) |
| 10. | Eric Camerlengo (Yam), Italy | (22) |

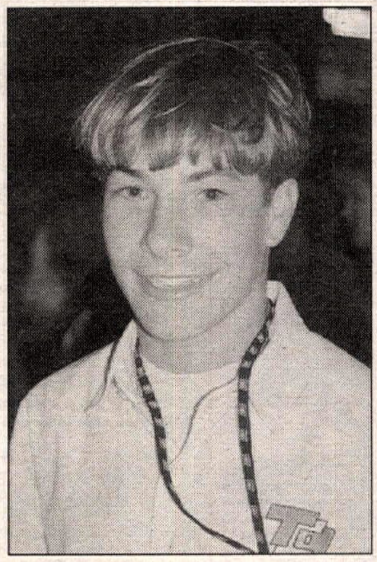
**250cc World Championship Series**
**(After 2 of 16 rounds):**

| | | |
|---|---|---|
| 1. | Frederic Bolley (Hon), France | (70/2 wins) |
| 2. | David Vuillemin (Yam), France | (55/1 win) |
| 3. | Ryan Hughes (Hon), Temecula, CA | (53) |
| 4. | Pit Beirer (Kaw), Germany | (50/1 win) |
| | Marnicq Bervoets (Kaw), Germany | (50) |
| 6. | Joshua Coppins (Suz), New Zealand | (42) |
| 7. | Mickael Maschio (Yam), France | (30) |
| 8. | Leon Giesbers (Suz), Holland | (28) |
| 9. | Alessandro Belometti (Yam), Italy | (20) |
| 10. | Paul Cooper (Hus), England | (17) |

# DIRT TRACK

**AMA Grand National Championship Series**
**(After 1 of 25 rounds)**

| | | |
|---|---|---|
| 1. | Will Davis (ATK), Goldsboro, NC | (23/1 win) |
| 2. | Brett Landes (ATK), Los Gatos, CA | (19) |
| 3. | Chris Carr (H-D), Fleetwood, PA | (16) |
| 4. | Ronnie Jones II (Rtx), Oklahoma City, OK | (15) |
| 5. | Nicky Hayden (Rtx), Owensboro, KY | (14) |
| 6. | Rich King (CCM), Dysart, IA | (13) |
| 7. | Ken Coolbeth (W-R), Warren, CT | (12) |
| 8. | Johnny A. Murphree (W-R), Paso Robles, CA | (11) |
| 9. | Kevin Varnes (Rtx), New Holland, PA | (10) |
| 10. | Terry Poovey (Rtx), Euless, TX | (9) |



NICKY HAYDEN

TY DAVIS

# OFF ROAD

**AMA National Championship Hare Scrambles Series**
**(After 2 of 9 rounds):**

| | | |
|---|---|---|
| 1. | Doug Blackwell (Yam), Parkersburg, WV | (55/1 win) |
| 2. | Brian Garrahan (KTM), Boulder Creek, CA | (35) |
| 3. | Kelby Pepper (Yam), Center, CO | (33) |
| 4. | Erik Kohler (Yam), Sacramento, CA | (31) |
| 5. | Michael Lafferty (KTM), Millville, NJ, | (30/1 win) |
| 6. | Shane Watts (KTM), Australia | (25) |
| | Mathew Stavish (Hon), Blaine, MN | (25) |
| 8. | Craig Wesner (Kaw), Windsor, CA | (22) |
| 9. | Jim Jarrett (Kaw), Minerva, OH | (21) |
| 10. | Patrick Garrahan (KTM), Boulder Creek, CA | (16) |

**AMA Acerbis National Enduro Series**
**(After 2 of 15 rounds):**

| | | |
|---|---|---|
| 1. | Ty Davis (Yam), Hesperia, CA | (60/2 wins) |
| 2. | Michael Lafferty (KTM), Millville, NJ | (39) |
| 3. | Randy Hawkins (Yam), Travelers Rest, SC | (30) |
| 4. | Russell Pearson (KTM), Las Vegas, NV | (27) |
| 5. | Matt Stavish (Hon), Blaine, MN | (26) |
| 6. | Kelby Pepper (Yam), Center, CO | (25) |
| | Doug Blackwell (Yam), Parkersburg, WV | (25) |
| 8. | Nick Pearson (KTM), Las Vegas, NV | (21) |
| 9. | Brian Garrahan (KTM), Boulder Creek, CA | (20) |
| | David Lykke, Bellingham, WA | (20) |
| | Jason Dahners, Redmond, WA | (20) |

**AMA Grand National Cross Country Series**
**(After 1 of 13 rounds):**

| | | |
|---|---|---|
| 1. | Shane Watts (KTM), Australia | (20/1) |
| 2. | Paul Edmondson (Suz), England | (19) |
| 3. | Jim Jarrett (Kaw), Minerva, OH | (18) |
| 4. | Michael Lafferty (KTM), Millville, NJ | (17) |
| 5. | Steve Hatch (Suz), Phoenix, AZ | (16) |
| 6. | Brian Brown (Kaw), Nampa, ID | (15) |
| 7. | Chuck Woodford (Kaw), OH | (14) |
| 8. | Doug Blackwell (Yam), Parkersburg, WV | (13) |
| 9. | Joel Dengler (Suz), NJ | (12) |
| 10. | Robbie Jenks (Yam), New Straitsville, OH | (11) |

**AMA National Championship Hare & Hound Series**
**(After 1 of 7 Rounds):**

| | | |
|---|---|---|
| 1. | Destry Abbott (Kaw), Peoria, AZ | (30/1 win) |
| 2. | Brian Brown (Kaw), Nampa, ID | (25) |
| 3. | Johnny Campbell (Hon), San Clemente, CA | (21) |
| 4. | Dave Ondas (Kaw), Trabuco Canyon, CA | (18) |
| 5. | Jeff Capt (Kaw), Lakewood, CA | (16) |
| 6. | Donnie Book (Yam), Gypsum, CO | (15) |
| 7. | Paul Krause (Yam), Irvine, CA | (14) |
| 8. | Todd Hoy (Hon), Torrance, CA | (13) |
| 9. | Oakley Lehman (Kaw), Sunland, CA | (12) |
| 10. | Russ Pearson (KTM), Las Vegas, NV | (11) |

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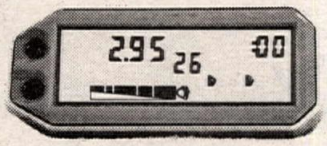

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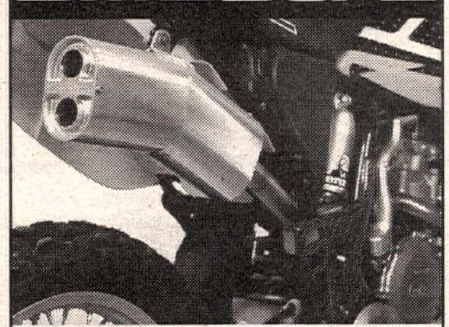

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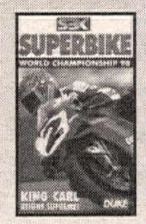

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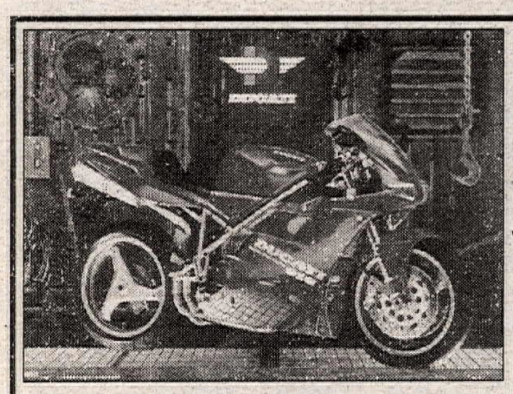

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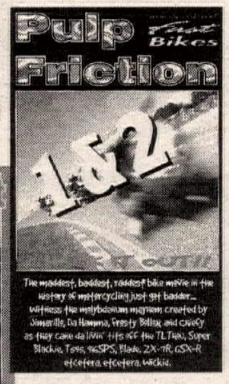


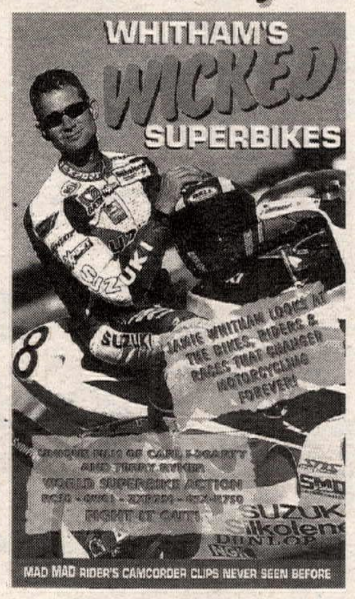


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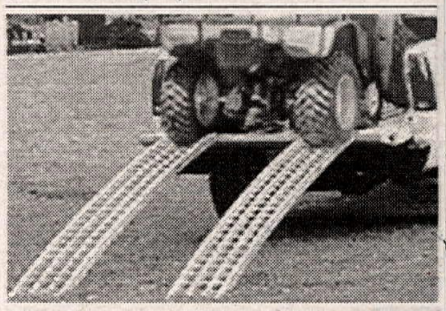

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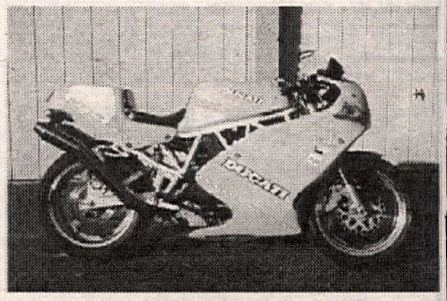

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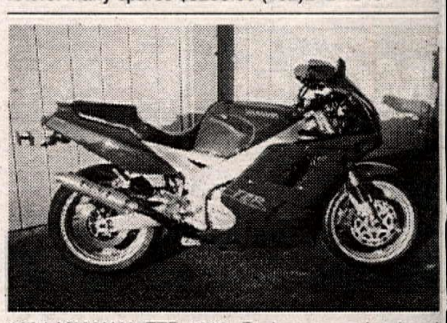

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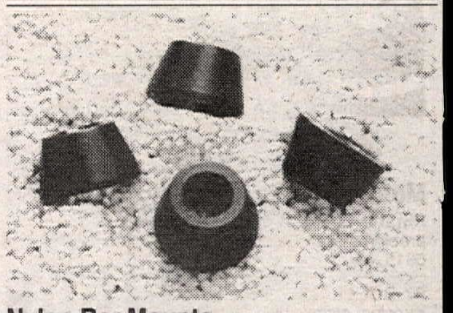

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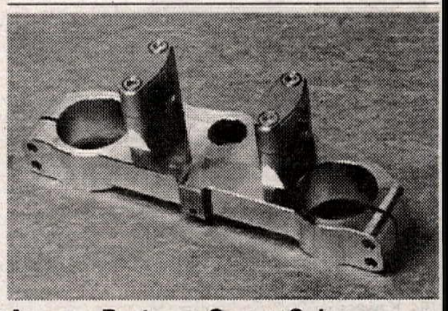

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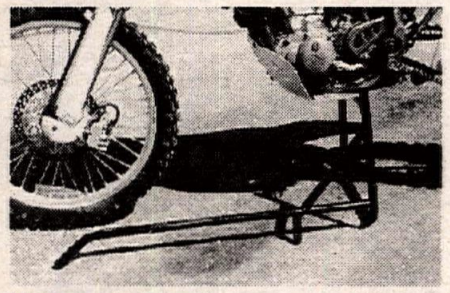

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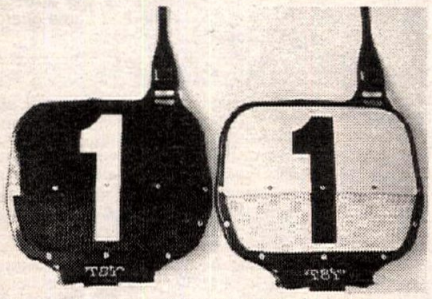

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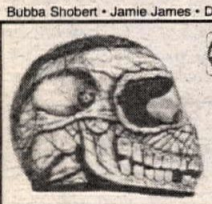

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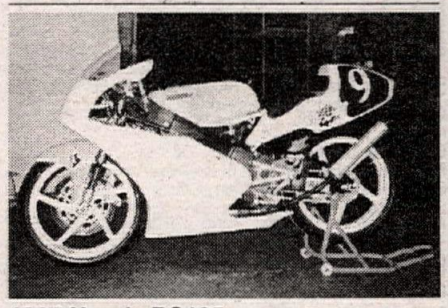

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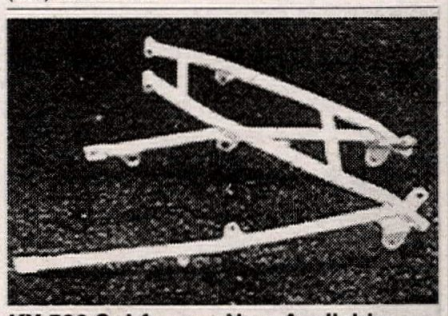

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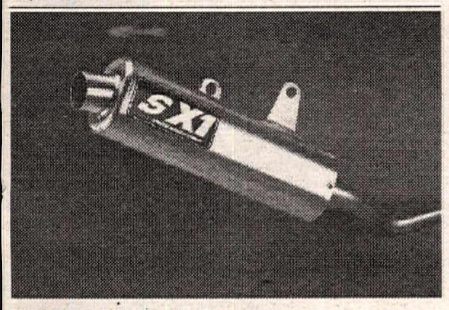


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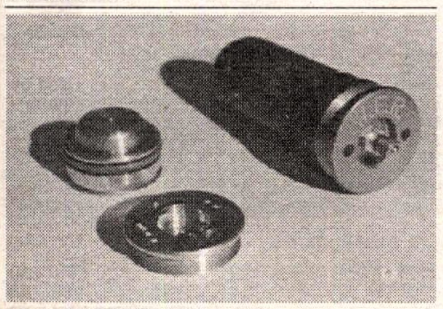

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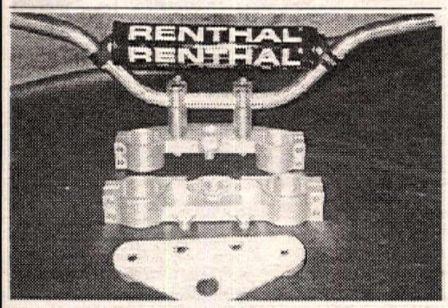


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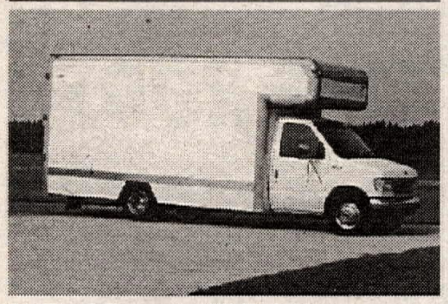

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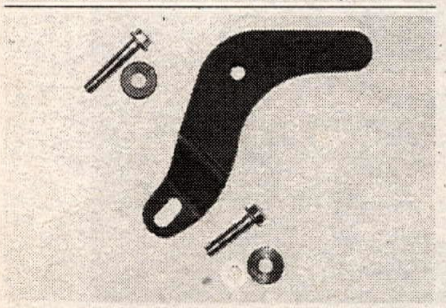

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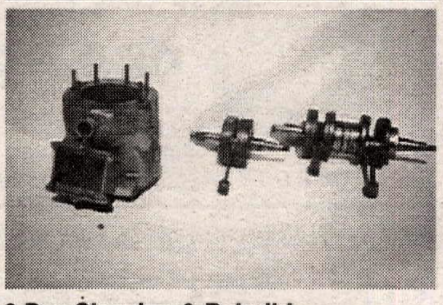

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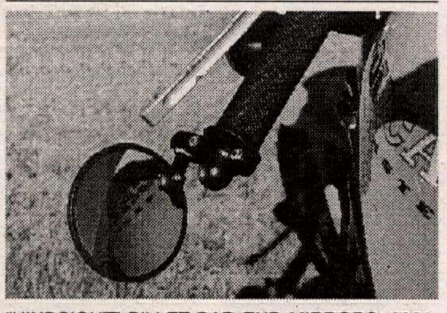

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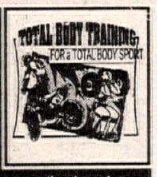


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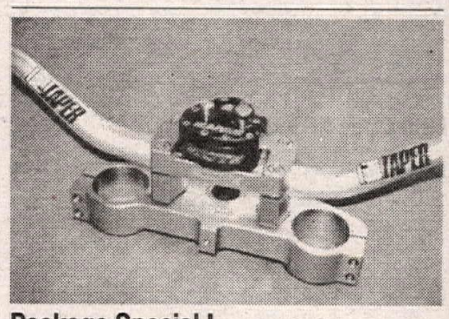

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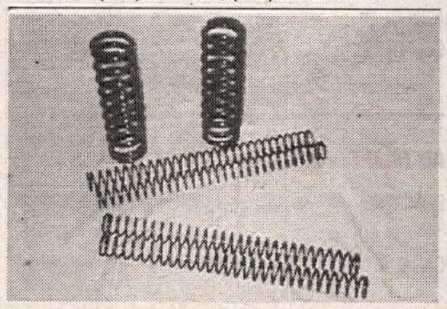

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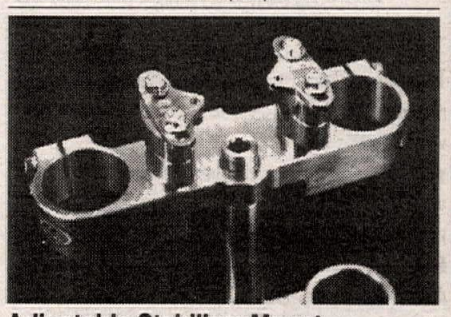

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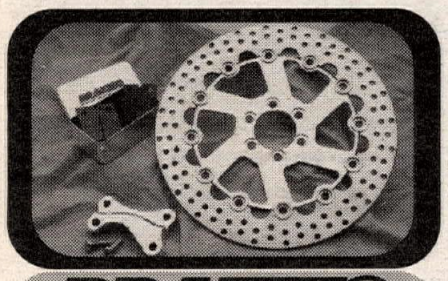

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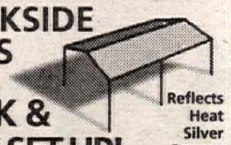

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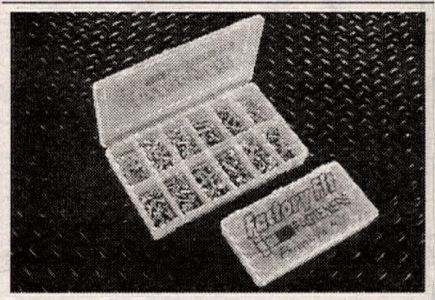

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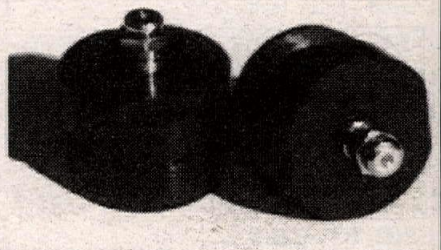

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BY MICHAEL SCOTT

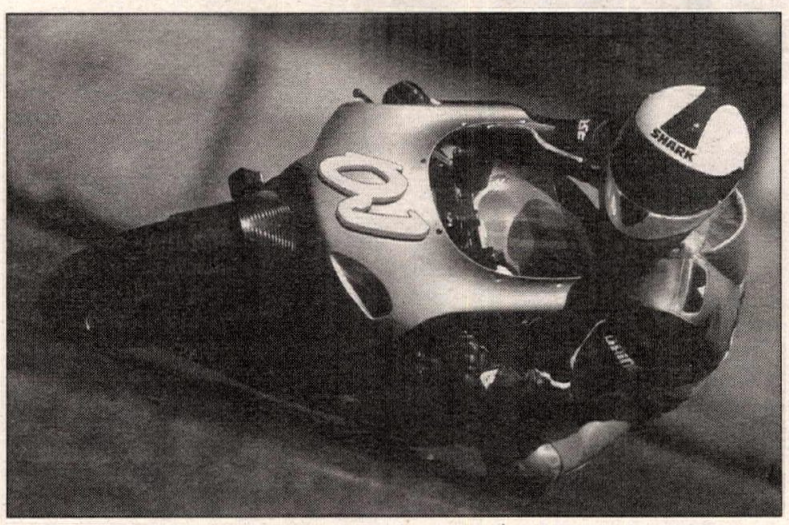
It is not hard to imagine how Olivier Jacque felt last year: 24 years old, France's great hope, winner of three 250cc Grands Prix, and now - with Max Biaggi gone - Honda's top rider. And the world's largest and most successful motorcycle corporation had built him a brand-new, ground-breaking motorcycle. A highly rationalized chassis with a proper double-sided swingarm carried an all-new engine. This could be his year.

How dismayed was he when the bike showed up late and in short supply? The handling was, well, okay. But the new motor was, in a word, gutless. Especially next to the flying Aprilias, which had somehow found an even greater turn of speed with the switch to unleaded fuel.

Jacque responded like a real racer. Face set grimly, he rode the wheels off the thing until, inevitably, he fell off and hurt himself. And with that, his title challenge was over - as was his relationship with Honda. He's switched to the revived Yamaha factory 250cc team for this year.

Shuffle the names a bit, move forward 12 months, and put yourself in the boots of Biaggi. Having switched likewise from Honda to Yamaha, and after a couple of reasonably promising runs on an early prototype, he was first beaten by Kenny Roberts Jr. on the hitherto ill-favored Suzuki at the Malaysian tests, and then had even more trouble at Jerez, where (in the absence of the top Hondas) he placed only seventh, behind Alex Barros and John Kocinski on Hondas, Roberts again, Tetsuya Harada on the twin-cylinder Aprilia, Norick Abe and even Jean-Michel Bayle on the Modenas.

It was probably Abe's lap time that worried Biaggi most - the Japanese rider (known to be something of a practice-laps slug) rode a 1998 Yamaha, against Max's 1999 prototype. Meanwhile, teammate Carlos Checa, as well as 1998 British Grand Prix winner Simon Crafar, were also struggling with the new bike - an ominous sign that perhaps, like Honda's NSR250 last year (and countless other examples), Yamaha's close-season progress has been to develop its motorcycle in order that it may go slower.



Olivier Jacque thought his factory Honda would bring him a World Championship in 1998. It didn't. Now he's switched to Yamaha for the 1999 250cc Grand Prix Series.

These are only test times, and racing is rather different. All the same, the stopwatch is the rider's deadly enemy, and being 1.5 seconds off the pace in this mixed company must surely have continued playing on Biaggi's mind even after a rather more reassuring outing later in the week at Barcelona - where he and Checa both set very competitive times in cold conditions, and pronounced that they had established a promising direction of development for the new chassis.

It is thus much too early to suggest that Yamaha has developed its bike to make it slower - but it wouldn't be the first time for them, and they would be in good company. Suzuki has achieved it over the past two years or so of "development" of their ex-Schwantz V-four - a matter that new rider Roberts Jr. is making a good go of putting to rights, showing the importance of having the right guy in the saddle.

Obviously.

But it's surprising how often the obvious can be overlooked, when engineers who should know a lot better decide that it's time to fix something that ain't broke yet.

There are two main culprits. The first is a very understandable and admirable love of engineering adventure. It is in this particular playground that Honda is first in the line for the helter skelter and (somewhat inevitably) where they are often to be found face-down in the sandpit.

But it's not their wildest excesses - such as the magnificent yet hopeless 23,000-rpm V-four four-stroke NR500 of the '70s (the V8 Moto Guzzi of its time), nor even the bizarre "upside-down" first NSR of 1985, with its curious underslung fuel tank and horrendous horsepower, so evil that Freddie Spencer ditched it in favor of the previous year's highly effective triple halfway through the year.

The devil is to be found in the detail engineering - as when Honda devised an "anti-wheelie" rear suspension, whereby a combination of chain and swingarm angles would lift the rear under acceleration. It also made the rear squat under braking, and the ungainly result threw poor Wayne Gardner into the gravel so often that he might as well have brought his shovel.

The second culprit is simply the difficulty of the task, in the sense that any experimental engineer is by definition, at least to some extent, fumbling in the dark. After all, as we have often observed, the science of the dynamics of two wheels is vastly complex, and there are many opportunities for wrong turnings for anyone who wishes to strike a path of forward progress.

Does this suggest that they don't really know what they're doing? The inference is wrong. It means they are pushing the boundaries, and venturing into unknown territory. Here there be dragons.

Examples are many, from all the manufacturers. Suzuki's fallow period came with a GP racer that was nearly right, but missed by far enough to turn it into an also-ran - their last GP win was in 1994. As one team engineer put it to me privately: "It's like trying to do a jigsaw in the dark, with half the pieces upside down." Their bike was seldom lower than fifth in the speed-trap times last year, and often much higher, but a weakness in the overall package kept Nobuatsu Aoki much lower in the lap times. It will be interesting to see if this year's team, reinforced by Roberts on the saddle and engineer Warren Willing as one of several new faces in the pit, can find the key.

Yamaha provided an even better example with their super-stiff new chassis of 1992. It fulfilled all engineering requirements... but was a pig to ride, and Wayne Rainey only got back to winning after switching back to an older and theoretically inferior chassis.

But there is no clearer proof than that provided by the switch to unleaded fuel last year. It knocked power output of the 500s by 10 bhp or more and lessened throttle response. The result was faster lap times, since the bikes were now easier to ride, but how we would have laughed at a race engineer who had suggested that the way to better performance was to detune the motor.

What wins in racing, I was once told by noted race engineer Kel Carruthers - a former World Champion who wrenched for Kenny Roberts and Eddie Lawson, among others - is "what won last year, plus a few percent."

Or in this case, minus a few percent - and who would have guessed that? CN

## Looking Back

### 30 YEARS AGO... APRIL 15, 1969

Bad news was plastered all over the cover of our unlucky issue #13. It seems that a sneaky new federal law had been enacted, with the potential to ban motorcycle riding and racing on any public land in the United States. We told you what was going on and what to do about it... **Dan Haaby** (H-D) garnered the first Expert win of the season on the Ascot Park half mile. Haaby outran **Mert Lawwill** (H-D) and **Shorty Seabourne** (BSA)... Saddleback Park hosted a big-time **minibike race**, a far cry from the Ponca Cities and Loretta Lynns of the '90s. The average minibike was powered by some variant of a lawnmower engine... We tested the new **Husqvarna 360 Sportsman**, and brought you a story on the many record runs laid down by **BSA** at Daytona, making the **Rocket 3** the fastest production motorcycle in the world.

### 20 YEARS AGO... APRIL 11, 1979

Kenny Roberts was wearing a rather goofy-looking cowboy hat in an inset photo on our cover - no doubt to protect himself from the mud being splashed in the main photo by the riders attacking the **Great Bear GP**. Inside was an interview with "The King" and coverage of the Great Bear, where **Larry Roeseler** (Hus) landed two class wins... **Bob Hannah** (Yam) and **Broc Glover** (Yam) won the 250cc and 125cc classes, respectively, at the Saddleback 125/250cc AMA National MX, an event where the AMA moved to suspend its claiming rule for motocross machines - at least temporarily... **Marland Whaley** (Mon) won the two-day V.O.T.E. trial in Texas Canyon, California... They were posing the question way back in '79, as our weekly installment of **Championship Enduro** debated whether or not it might be prudent to move to a reliability enduro format for all national enduros. That debate rages on today.

### 10 YEARS AGO... APRIL 5, 1989

Jeff Stanton jumped onto the cover of our '89 edition of issue #13, and we interviewed the future supercross champ on page 12... **Phil Tannery** (Suz) won the Pro Stock Bike class at the NHRA/Motorcraft Quality Parts Gator-nationals at Gainesville Raceway in Gainesville, Florida. Tannery was aboard a Vance & Hines Suzuki tuned by none other than the legendary Byron Hines... **Terry Cunningham** (Kaw) finished one point better than a trio of top riders to claim the overall win at the Cherokee National Enduro in Maxeys, Georgia... **Will Davis** (H-D) dominated the Expert class at the Nashville short-track round of the AMA Eastern Regional Championship Dirt Track Series. **Chris Carr** (H-D) came from the second row to finish second in the main event... **Paul Bray** and **Mike Smith** shared the riding duties when **Team Suzuki** won its second straight WERA national endurance race of the season at the Roebling Road circuit in Faulkville, Georgia. CN

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1993
1994
1997
1998
1999

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